TOWN OF EAST WINDSOR BOARD OF SELECTMEN 11 RYE STREET BROAD BROOK, CT 06016

First Selectman's Office - (860) 623-8122

Jason E. Bowsza - First Selectman

Marie E. DeSousa - Deputy First Selectman

Sarah A. Muska - Selectman

Charles Nordell - Selectman Alan Baker - Selectman

REGULAR MEETING AGENDA THURSDAY, NOVEMBER 4, 2021 AT 7:00 P.M.

TOWN MEETING AT 7:30 P.M.

1. TIME AND PLACE OF MEETING

Town Hall – John Daly, Jr. Meeting Room 11 Rye Street, Broad Brook, CT 06016 Join Meeting via Zoom:

https://zoom.us/j/3326833563

Meeting ID: 332 683 3563 Passcode: townhall

One tap mobile:

16465588656,,3326833563# US (New York) 13126266799,,3326833563# US (Chicago)

Dial by your location:

- +1 646 558 8656 US (New York)
- +1 312 626 6799 US (Chicago)
- +1 301 715 8592 US
- +1 346 248 7799 US (Houston)
- +1 669 900 9128 US (San Jose)
- +1 253 215 8782 US

Meeting ID: 332 683 3563

2. PLEDGE OF ALLEGIANCE

3. ATTENDANCE

4. APPROVAL OF MEETING MINUTES

- A. October 21, 2021 Board of Selectmen Regular Meeting Minutes
- B. October 28, 2021 Board of Selectmen Special Meeting Minutes

5. PUBLIC PARTICIPATION

6. COMMUNICATION

7. BOARD AND COMMISSIONS RESIGNATIONS AND APPOINTMENTS

- A. Resignations: none
- B. Reappointments: none

TOWN OF EAST WINDSOR BOARD OF SELECTMEN 11 RYE STREET BROAD BROOK, CT 06016

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C. New Appointments:

- 1. Albert M. Ziegler (R), East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2023
- 2. David Swaim (D), Zoning Board of Appeals, alternate member for a term expiring November 21, 2023

8. UNFINISHED BUSINESS

- * A. South Road Ownership Option Update
- * B. Polling Location Change
- * C. Broad Brook Fire Memorandum of Understanding
 - D. Endorsement of the Route 5 Study Final Report
 - E. Homeland Security Grant Program

9. NEW BUSINESS

- A. Discuss 2022/2023 Budget Letter
- B. Discuss Board and Commission Liaison Assignments 2021-2023
- C. Tax Refunds

10. SELECTMEN COMMENTS AND REPORTS

- A. Jason Bowsza
- B. Marie DeSousa
- C. Sarah Muska
- D. Charlie Nordell
- E. Alan Baker

11. PUBLIC PARTICIPATION

12. EXECUTIVE SESSION

Pursuant to C.G.S. Sec. 1-200 (6)(b), negotiations, (6)(e) discussion of any matter which would result in the disclosure of public records, or the information contained therein described in subsection (b) of section 1/210. Action possible.

13. ADJOURNMENT

DISTRIBUTION

David Swaim Albert Ziegler

Journal Inquirer

Town Clerk

TOWN OF EAST WINDSOR BOARD OF SELECTMEN

REGULAR MEETING Thursday, Octber 21, 2021 7:00 p.m.

John Daly, Jr. Meeting Room 11 Rye Street, Broad Brook, CT. 06016 In-person meeting

AND

Meeting also available via remote ZOOM Teleconference

Meeting ID: 332 683 3563

Passcode: townhall

Meeting Minutes

*** These Minutes are not official until approved at a subsequent meeting***

Board of Selectmen:

Jason E. Bowsza, First Selectman Marie DeSousa, Deputy First Selectman Alan Baker, Selectman Sarah Muska, Selectman Charlie Nordell, Selectman

ATTENDANCE:

First Selectmen Bowsza hosted the inperson meeting. Deputy First Selectman DeSousa, Selectman Baker, Selectman Muska, and Selectman Nordell were present inperson this evening.

ABSENT: All Selectmen were present this evening.

GUESTS/SPEAKERS:

Senator Saud Anwar, representing the 3rd Senatorial District; Carol Hall, State Representative, representing the 59th General Assembly District; <u>RECEPIENTS OF THE FIRE FIGHTER RECOGNITION AWARDS:</u> Warehouse Point Fire District: James Barton, Chief: <u>Town of East Windsor Broad Brook Fire Department:</u> Leo J. Szymanski, Jr., Lieutenant; Sean Martin, PT Career Staff; <u>Enfield Fire Department:</u> Matthew Mucci, Lieutenant. Also present were a multitude of proud family and

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friends of the Fire Fighters receiving these awards. Other guests included: Town of East Windsor Broad Brook Fire

Department: Chief Tom Arcari, Assistant Chief Gerald Bancroft, Vinny LaMay, Andrew Arcari, Elizabeth Arcari, Heather Arcari, Lillianne Chapin, Jason Piorek, Robert Bayer, Richard Paradise, Caren Paradise, Andrew Hayes, Eil Fuentes Rivera, Steve Smith, Derek Chapin. Broad Brook Fire Department Commissioner:

Bill Loos, Cal Myers; Gil Hayes; Warchouse Point Fire District:

D. James Barton, Commissioner, Lou Flynn, WHPFD Chairman; East Windsor Ambulance Association: Tom Clynch, III, Chief; E.R.A. S. E. Grant Presentation: George Krivda, Jr.,; Route 5

Study Presentation: Pramod Pandey, Nick

American Heritage River Commission: Barbara Sherman; Board of Finance: Noreen Farmer; Tom Lansner; Public: Tom Bulkley, Ruthanne Lansner, Tom Talamini.

Public signing in remotely (as identified in the Meeting participation list): Anne's ipad, Ruth, Joe, Jeff Kroll.

1. TIME AND PLACE OF MEETING:

First Selectman Bowsza called the October 21, 2021 Regular Meeting of the East Windsor Board of Selectmen to Order at 7:00 p.m. in the John Daly, Jr. Meeting Room, Town Hall, 11 Rye Street, Broad Brook, CT.

2. PLEDGE OF ALLEGIANCE:

First Selectman Bowsza requested Lieutenant Leo J. Szymanski, Jr., of the Town of East Windsor Broad Brook Fire Department to lead everyone in reciting the Pledge of Allegiance.

3. <u>ATTENDANCE:</u>

First Selectman Bowsza noted the Board has established a quorum with five members present in person.

First Selectman Bowsza requested a motion to go out of the posted Agenda order and take Item 6. Communications, A. Fire Fighter Recognition Awards next.

TOWN OF EAST WINDSOR BOARD OF SELECTMEN Regular Meeting --October 21, 2021 In-person and ZOOM Teleconferenc Meeting ID: 332 683 3563 Passcode: townhall MEETING MINUTES

MOTION: To GO OUT OF THE POSTED AGENDA ORDER and take Item 6.

Communications, A. Fire Fighter Recognition Awards next.

DeSousa moved/Baker seconded/DISCUSSION: None.

VOTE:

In Favor: DeSousa/Baker/Muska/Nordell

(No one opposed/No abstentions)

6. <u>COMMUNICATIONS:</u>

A. Fire Fighter Recognition Awards:

Joining First Selectman Bowsza to present the Fire Fighter Recognition Awards were Senator Saud Anwar and State Representative Carol Hall.

First Selectman Bowsza noted on August 2nd a fire occurred at the Carousel Apartments. Four fire fighters from various departments went into the fire and found an injured person whom they pulled from the fire. That person spent six weeks in the burn unit at Bridgeport Hospital, and was brought home on the same day the Warehouse Point Fire Station on Bridge Street was commemorated as the Anthony Dimastrantonio Station.

First Selectman Bowsza noted the risks fire fighters take every day on every call, risking their lives to save others. He noted tonight the Board of Selectmen would like to honor the fire fighters who risked their lives at the Carousel Apartments with a Distinguished Service Award; joining the Board were Senator Saud Anwar and State Representative Carol Hall to present a State Citation introduced by Senator Anwar, State Representative Hall, and State Representative Jaime Foster.

* RECEPIENT: James Barton, Chief, Warehouse Point Fire District:

First Selectman Bowsza called James Barton, Chief of the Warehouse Point Fire District, to the front of the room. First Selectman Bowsza noted Chief Barton was the fire fighter who found the person who was rescued. Senator Anwar, assisted by Representative Hall, presented Chief Barton with a General Assembly Citation, acknowledging Chief Barton's bravery. Senator Anwar noted that volunteers put themselves at risk when everyone else is running in the other direction, they think about who might still be in the fire. Senator Anwar indicated he knows that when a fire fighter goes into a building his brothers and sisters have their backs.

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Representative Hall thanked First Selectman Bowsza for having she and Senator Anwar here tonight. Representative Hall noted this Citation is one of the things the Legislature can do to honor the people who put on their uniforms and go out every day to protect the rest of us.

First Selectman Bowsza presented Chief Barton with a Distinguished Service Award on behalf of the Town, and thanked him for his service as well.

* RECEPIENT: Fire Fighter Sean Martin, Broad Brook Fire Department:

First Selectman Bowsza called Fire Fighter Sean Martin to the front of the room. Senator Anwar and Representative Hall presented Fire Fighter Martin with a General Assembly Citation, also acknowledging Fire Fighter Martin's bravery in participating in the rescue.

First Selectman Bowsza then presented Fire Fighter Martin with a Distinguished Service Award for his assistance with the rescue.

* <u>RECEPIENT:</u> Fire Fighter Matthew Mucci, Enfield Fire Department:

First Selectman Bowsza called Fire Fighter Matthew Mucci, of the Enfield Fire Department, to the front of the room. Fire Fighter Mucci was accompanied by his son, Noah. Senator Anwar spoke to Noah of his father's bravery during the rescue and his part in saving the injured person's life. Senator Anwar and Representative Hall presented Fire Fighter Mucci with a General Assembly Citation for his bravery.

First Selectman Bowsza also presented Fire Fighter Mucci with a Distinguished Service Award for his participation in the rescue.

RECEPIENT: Leo Szymanski, Jr., Broad Brook Fire Department:

First Selectman Bowsza called Lieutenant Leo J. Szymanski, Jr. to the front of the room.

Senator Anwar and Representative Hall presented Lieutenant Szymanski with a General Assembly Citation, and thanked him for putting himself before others and responding when there's a need. Senator Anwar acknowledged Lieutenant Szymanski's bravery participating in the rescue.

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First Selectman Bowsza then presented Lieutenant Szymanski with a Distinguished Service on behalf of the Town of East Windsor.

First Selectman Bowsza gave the public the opportunity to take photos of the recipients with Senator Anwar and Representative Hall. He noted that the Board of Selectmen wanted to take this opportunity to commemorate something that doesn't happen very often, especially in East Windsor. He noted these guys performed an ordinary act on an ordinary day but to someone that every day act was very extraordinary. First Selectman Bowsza indicated he hoped he would never have to call any of these departments, but if he did, he hoped they would answer the call. First Selectman Bowsza noted the Town is very grateful; he thanked the recipients for what they've done.

The meeting paused while family and friends joined their respective Fire Fighters for photos.

First Selectman Bowsza called for a motion to return to the posted Agenda order.

MOTION: To GO BACK TO THE POSTED AGENDA ORDER and take

NEW BUSINESS, Item A., APPROVAL OF MEETING

MINUTES.

Nordell moved/Muska seconded/DISCUSSION: None.

VOTE In Favor: DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions)

4. APPROVAL OF MEETING MINUTES:

A. Board of Selectmen October 7, 2021, Regular Minutes:

First Selectman Bowsza called for any edits or corrections for the October 7, 2021 Regular Meeting of the Board of Selectmen. Deputy First Selectman DeSousa noted the reference to "Dave" in the remote participants, and offered the individual's complete name. The Recording Secretary indicated she logs the participants as they sign in as she can assume who they are but that may be an incorrect assumption; Deputy First Selectman DeSousa indicated she understood. Selectman Muska referenced the motion on page 8 regarding the Added Appropriation for the Hazardous Waste Disposal; she indicated she had made the motion rather than Deputy First Selectman DeSousa.

TOWN OF EAST WINDSOR BOARD OF SELECTMEN

Regular Meeting -October 21, 2021

In-person and

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> To ACCEPT the Regular Meeting Minutes of the Board of MOTION:

Selectmen Meeting dated October 7, 2021 as amended: Page 8, NEW BUSINESS, Item A, Added Appropriation for Household Waste Disposal Discussion to Include Len Norton, Director of Public Works and Joseph Sauerhoefer, Deputy Director of Public Works, "MOTION to APPROVE an Added Appropriation of \$30,000 for Household HAZARDOUS Waste Disposal to be recommended to the Board of Finance, and send to Town Meeting. DeSousa MUSKA moved/Muska DESOUSA

seconded......" motion passed unanimously.

Muska moved/Baker seconded/DISCUSSION: None

VOTE

In Favor:

DeSousa/Baker/Muska

No one Opposed: Abstentions: Nordell

PUBLIC PARTICIPATION: 5.

First Selectman Bowsza asked the members of the in-person audience if anyone would like to speak, if so to identify yourself by first and last name. No one requested to speak at this time First Selectman Bowsza then addressed the remote participants for comments or questions, and to identify themselves by first and last name. No one signed in remotely requested to speak.

COMMUNICATIONS: 6.

Firef Fighter Recognition Awards: A,

See presentation noted above.

BOARDS AND COMMISSIONS RESIGNATIONS AND APPOINTMENTS: 7.

Resignations: None. A.

B. Reappointments:

First Selectman Bowsza called for motions regarding the following reappoitnments.

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1. Richard P. Pippin, Jr., (R), Inland Wetland and Watercourses Agency, regular member for a term expiring November 1, 2025

MOTION: MOVE to REAPPOINT Richard P. Pippin, Jr., (R), Inland Wetland and Watercourses Agency, regular member for a term expiring November 1, 2025:

Baker moved/Nordell seconded/DISCUSSION: None.

VOTE: In Favor: DeSousa/Baker/Muska/Nordell (No one opposed/No Abstentions)

2. Leonard Norton (R) Hearing Officer of Towing & Impounding Vehicles, regular member for a term expiring November 5, 2022

MOTION: To REAPPOINT Leonard Norton (R) Hearing Officer of Towing & Impounding Vehicles, regular member for a term expiring November 5, 2022.

Baker moved/Muska seconded/<u>DISCUSSION:</u> None VOTE: In Favor: DeSousa/Baker/Muska/Nordell (No one opposed/No Abstentions)

3. Karla Bagdikian (D), Historical Preservation Commission, regular member for a term expiring November 15, 2025

MOTION: To REAPPOINT Karla Bagdikian (D), Historical Preservation Commission, regular member for a term expiring November 15, 2025.

Baker moved/DeSousa seconded/<u>DISCUSSION:</u> None.
VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No Abstentions)

4. Alan Baker (D). Pension & Retirement, regular member for a term expiring November 16, 2025

MOTION: To REAPPOINT Alan Baker (D). Pension & Retirement Board, regular member for a term expiring November 16, 2025.

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Nordell moved/Muska seconded/<u>DISCUSSION:</u> First Selectman Bowsza noted Selectman Baker has been appointed Chairman of the Pension and Retirement Board as well.

VOTE:

In Favor:

DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions)

C. New Appointments:

First Selectman Bowsza requested a motion to appoint this new Commission, noting that James C. Richards has been misidentified as a Democrat rather than a Republican.

- 1. James C. Richards, (D) (R), East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2021
- Russell Williams (U), East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2023
- 3. Christina Posniak (D), East Windsor Arts & Culture Commission Committee, regular member for a term expiring April 21, 2023
- 4. Erica Giroux, (D), East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2023
- 5. Debra Williams (D), East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2023
- Karen Stavolone (D), East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2023

MOTION: To APPOINT James C. Richards, (R), Russell Williams, (U), Christina Posniak (D), Erica Giroux, (D), Debra Williams (D), and Karen Stavolone (D), to the East Windsor Arts & Culture Commission, regular member for a term expiring April 21, 2023.

Baker moved/Muska seconded/DISCUSSION: None.

VOTE:

In Favor:

DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions)

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8. UNFINISHED BUSINESS:

A. South Road Ownership Option Update:

First Selectman Bowsza reported this resolution for South Road continues to proceed as planned; the Town should be in a position to dispossess itself of these properties and reunite the homeowners with the underlying land by mid-January. Staff at DPW, WPCA, Planning, and the Town Attorney have been working to meet those goals.

*B. Polling Location Change:

Any starred (*) items will not be discussed but will remain on the agenda pending receipt of additional information.

C. <u>Broad Brook Fire Memorandum of Understanding:</u>

First Selectman Bowsza requested a motion to postpone discussion of this Item of Business.

MOTION: To POSTPONE <u>UNFINISHED BUSINESS</u>, Item <u>C. Broad</u> Brook Fire Memorandum of Understanding.

Baker moved/Nordell seconded/DISCUSSION: None.

VOTE: In Favor: DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions

D. E.R.A.S.E. Grant Update - Final Report:

Joining First Selectman Bowsza and the Board was Mr. George Krivda, Jr.

Mr. Krivda reported that one of the applicants for the E.R.A.S.E. Grant Program who had been removed because they it was thought they were no longer operating in East Windsor was Gary's Lawn Care LLC. The business owner appealed that decision and after following up with the applicant Mr. Krivda reported that Gary's Lawn Care will be receiving a \$10,000 award.

MOTION: To ACCEPT the recommendation of Mr. George Krivda to approve Gary's Lawn Care for a \$10,000 award.

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DeSousa moved/Muska seconded/<u>DISCUSSION:</u> None.
VOTE: In Favor: DeSousa/Baker/Muska/Nordell
(No one opposed/No Abstentions

First Selectman Bowsza noted he, Mr. Krivda, and Lilly Bluestein have submitted a Final Report on the Town of East Windsor E.R.A.S.E. COVID-19 Grant Program (See Attachment A). He thanked the Board of Selectmen for making the funding available to the businesses and non-profit organizations in East Windsor.

First Selectman Bowsza thanked Mr. Krivda, who has made the process of administering the program less stressful to complete. First Selectman Bowsza cited Mr. Krivda's experience was invaluable.

First Selectman Bowsza also noted the contribution of Lilly Bluestein, who is a high school student. Ms. Bluestein is also involved in the administration of the Hartford Foundation Better Together Grant Program. First Selectman Bowsza suggested Ms. Bluestein has a bright future.

First Selectman Bowsza also thanked his staff who were involved in bringing this report to you.

Mr. Krivda reported the culmination of the E.R.A.S.E. Grant Program is a triumph for the Board of Selectmen. Mr. Krivda indicated that from the beginning he was focused on bringing this project in on deadline; if there were any missed deadlines Mr. Krvida suggested the fault was his. He noted the incredible visionary plan to employ what economists would refer to as the multiplier principal in managing the funds allotted to the Town by the American Rescue Plan Act. He noted that often legislative bodies want to make the world a better place by passing bills and resolutions and making laws and then leave it to the executive branch to turn the dream into reality. In this case, there was a bipartisan seamless process to get the money into the hands of those that had been damaged quickly. Mr. Krivda suggested East Windsor's process should be praised and admired and emulated. Mr. Krivda suggested the Town revealed its character through the narratives of the victims of the public health emergency. He suggested duty, compassion, resilience, what used to be known as Yankee ingenuity, a tough fighting spirit; Mr. Krivda suggested all of those qualities jump off the pages of the report. Mr. Krivda suggested East Windsor's small businesses and non-profit organizations didn't pull the covers over their collective heads and whimper - they fought back. He suggested the leaders should be proud of their town, and the Town should be proud of its leaders.

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Mr. Krivda offered a few comments regarding how some of the small businesses and non-profits managed through the emergency:

- The restaurant business in general for the heights they achieved to keep feeding your townfolks, many of the customers being essential workers, and how this industry, with a lot of skin in the game, felt the brunt of the attack on their businesses first and hard. They had to change their business plans fast and be creative on food transfers and pick up.
- A childcare business that knowingly kept running at a loss, inviting financial ruin, because the children she cared for belonged to essential workers that were braving it for your town.
- A laundromat that served a vulnerable community, 24/7, with all the attendant difficulties, because she felt folks were entitled to the simple dignity of clean clothes during a pandemic.
- A former worker in the CT DOA and USDA, a farmer, after battling all
 the vagaries of nature, for an entire summer, that had to abandon his sweet
 corn crop in the field, because of a lack of labor available that
 personified a peaceful stoicism.

Mr. Krivda suggested East Windsor did good; we should be proud.

First Selectman Bowsza and Mr. Krivda then reviewed a PowerPoint presentation highlighting the process entertained to implement the E.R.A.S.E. Grant Program, and an analysis of the recipients throughout the community who were assisted by this program. A brief summary of the presentation follows:

- Timeline, beginning with the provision of funding under the American Rescue Plan Act in March, 2021, the hiring of Mr. Krivda as the Grant consultant, advisement to the public of the availability of the Grant Program, and culminating with the Board of Selectmen approval of grant awards in September, 2021.
- Outreach, including reaching out through various media sources, press conferences including the support of local legislators, social media, direct mailings, and door-to-door solicitation by the First Selectman which resulted in several grant awards.
- Methodology of implementing the Program.
- Analysis of those businesses and non-profits assisted through the grant awards.
- Conclusion, including comments from recipients regarding the impact of assistance provided by the grant awards.

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> First Selectman Bowsza reported the Town has put \$1,006,000.00 back into the local economy through the E.R.A.S.E. Grant Program for businesses and nonprofits.

Deputy First Selectman DeSousa thanked Mr. Krivda for his efforts related to this program; without his ability and work the Town wouldn't be able to help the community.

Selectman Baker thanked First Selectman Bowsza for tapping his network to bring Mr. Krivda in. With his experience it gave Selectman Baker a level of confidence that the Board was going in the right direction. Selectman Baker noted how some of the other towns are dealing with this grant money. He suggested this is one of the most gratifying things he has been involved in in the last two years.

Selectman Muska echoed Deputy First Selectman DeSousa and Selectmen Baker's comments. She suggested it's evident Mr. Krivda is passionate about this project.

First Selectman Bowsza requested a motion to accept the Town of East Windsor E.R.A.S.E. COVID-19 Final Report.

To ACCEPT THE FINAL REPORT to the Town of East **MOTION:** Windsor E.R.A.S.E. COVID-19 Grant and terminate the

Program.

Muska moved/Baker seconded/DISCUSSION: None.

DeSousa/Baker/Muska/Nordell VOTE: In Favor:

(No one opposed/No Abstentions

Discuss Annual Town Meeting Date and Topic: E.

First Selectman Bowsza reported he's still taking suggestions regarding a topic for the Annual Town Meeting. He recalled that Deputy First Selectman DeSousa had suggested a Meet and Greet with Town Staff because of the turnover over the past year. The consensus agreed with the Meet and Greet.

Discussion continued regarding the date and time of the Annual Town Meeting. If it were to occur on the evening of Regular Board meeting the dates would be December 16th or December 30th. The Charter requires the Annual Town

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Meeting to start at 7:00, the Meet and Greet could precede the meeting at 6:00 p.m. First Selectman Bowsza noted the meeting is often held late in the year to complete the Town Report.

No decision made regarding the date for the Annual Town Meeting.

9. NEW BUSINESS:

A. Presentation of the Route 5 Study and Consideration of Endorsement of the Final Report to Include Pramod Pandey with CRCOG:

Joining the Board in person to discuss the Route 5 Corridor Study were Pramod Pandey and Nick.........

Mr. Pandey reported the Route 5 Corridor Study (See Attachment B), which was prepared for CRCOG (The Capital Region Council of Governments) was started in 2017. They held public meetings and interviewed stakeholders. The draft report, which is out for comment until November 1st, includes recommendations to ease traffic on Route 5.

Mr. Pandey introduced Nick to present the recommendations, which have been vetted by DOT. Mr. Pandey indicated he would like the Board of Selectmen to accept this draft report so the Resolution can be included in the Final Report being submitted to CRCOG.

NICK began his review of the Route 5 Corridor Study. Excerpts from the report follow:

- The study includes all of Route 5 located in East Windsor from the South Windsor town line to the Enfield town line.
- The study has two main goals:
 - o Evaluate safety, congestion, transit/bike/pedestrian mobility
 - Assess travel demand growth for a multi-modal corridor to service the future land use vision and recommendations
- Schedule no commentary
- Planning process Project initiation, data collection, assessment of existing conditions, assessment of future conditions, identification of analysis alternatives, transportation improvement development management plan.

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NICK noted one of the results of the existing conditions analysis was discovery that the loop detectors at the traffic signals were broken; an immediate benefit of those repairs has resulted in an increase in the average speeds along Route 5.

- Assessment of future conditions:
 - o Identify likely and potential development
 - O Assess traffic demand impact
 - o Calculate resulting operations
- Potential land use changes (Build Alternative) identifying 7 sites along the corridor with the highest potential for development
- Vision to create a multimodal transportation system that supports continued social and economic growth
- Goals
 - Ensure safe and consistent vehicular, pedestrian, and bike traffic flow and access
 - Establish bike, pedestrian, and options to enhance mobility choices by providing equitable levels of access to affordable and reliable transportation.
- Objectives
 - o Provide turn lanes at all intersections along Route 5
 - o Provide level of service D or better at all signalized intersections
 - o Minimize queues between intersections
 - Provide transit service to key employment locations in the Route 5 corridor
 - o Provide bike and pedestrian facilities on at least one side of Route 5.
- Recommendations
 - o Installation of an 8 to 10 foot wide paved "sidepath" in both directions for bike and pedestrian access to be done in tandem with installation of sidewalks and improved pedestrian signals at signalized intersections
 - Transit extend Route "96" and Route "24" into Windsor Locks, and provide better stops along the corridor
- Spot improvements/Implementation broken into near-term, mid-term, and long-term recommendations
 - Near-term sidewalk and "sidepath" at Route 5/Bridge Street intersection
 - o Mid-term add capacity at Route 140/Bridge Street including adding a double left turn northbound on Route 5 getting onto Route 140 and a southbound right-turn lane on Route 5

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- Long-term provide 2 northbound through lanes at the Route 5/Route 140 intersection
- Study Interchange configuration at I-91 Exit 44 build a fly-over ramp to accommodate the southbound traffic off of Exit 44, or rebuild the interchange including a new connector road near the sports fields which would connect to Main Street.
- Implementation/Funding
 - o Near-term Total cost \$6.2 million (2020 dollars)
 - o Mid-term Total cost \$14.2 million (2030 dollars)
 - o Long-term Total cost \$24.3 million (2040 dollars)

NICK reviewed the process going forward, noting the report is taking public comments until November 1st; the report requires the endorsement of the Board of Selectmen.

First Selectman Bowsza reported the funding of these recommendations is beyond the scope of East Windsor. He questioned if the timing of this allows the Town to effectively have a shovel-ready project on the shelf waiting for a bipartisan infrastructure bill to be approved? NICK suggested the recommendations would have to go through a high level of design to implement. He noted a similar project for Rentschler Field in East Hartford which took about 2 years to acquire funding, develop plans, and construct. If Federal funding became available it could be put into design work.

First Selectman Bowsza then took questions from the Board.

Selectman Nordell questioned what gets this report moving, is it more congestion or more development, or does it happen automatically over the next 20 or 30 years? NICK suggested the short-term recommendations would be helpful to start today that address current needs like the lack of bike/pedestrian access. They aren't only for the people along Route 5 but they also encourage future development. The mid-term improvements, like adding turn lanes at the intersections could be done early because it's a safety issue, and the benefit-to-cost ratio is high. But widening the corridor out 2 more lanes in each direction becomes more complex and much more expensive as you have many stream crossings which would require more Federal policy review.

Selectman Nordell noted the report has identified the biggest problem spot on Route 5 is where it goes to 2 lanes southbound to 1 lane; he questioned if the proposal is to continue 2 lanes past South Water Street? NICK indicated the

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long-range plan is to extend 2 lanes all the way to the South Windsor town line; short-term goal is to extend the lanes to South Water Street. Selectman Nordell noted many people come to Southern Auto who don't know that the lanes reduce. NICK referenced a slide recommending widening the lanes past South Water Street, which would allow them to address the congestion at the South Water Street signal as well as give people more room to merge from 2 lanes to 1. NICK suggested these are all mid-term improvements, which would also help people trying to exit onto Route 5 from side roads.

Selectman Nordell questioned at what point does making these changes lead to making changes on Route 140 east up to Bassdale's Plaza? He cited the current difficulty getting out onto Route 140 from the side roads; people are having the same issues as the people trying to access Route 5. He acknowledged the light at Shoham Road but noted it changes so quickly that it's difficult to get out onto Route 140. NICK noted the current study looked at the traffic flow at the Route 5/Route 140 intersection but didn't look beyond that.

Deputy First Selectman DeSousa questioned if the flyover at Exit 44 is part of this proposal? Mr. Pandey indicated it's a long-term recommendation.

Selectman Baker cited as a former resident of Warehouse Point he's been waiting for this study for years. He likes the report because it gives the Town options for getting some of the problem issues done piece by piece. When he was a resident of Warehouse Point, he recalled seeing people with Wendy's uniforms on trying to get to their workplace with difficulty; Transit Alternative 2 would get those workers to their destination safely. Selectman Baker also noted this plan links with the Town's Plan of Conservation and Development and the drainage study recently completed for the Warehouse Point Village area and the potential to connect to the Windsor Locks development. Selectman Baker suggested just improving the walkability improves the economic capabilities.

Selectman Muska indicated information in the report had answered her questions.

First Selectman Bowsza called for questions from the in-person audience.

Gil Hayes, 143 Rye Street: Mr. Hayes noted his past association with the Transportation Committee during the time of working on the Charter Oak Bridge problem, he understands that a project like this must go to the Transportation Committee for review as well.

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Mr. Hayes agreed that there is difficulty on Route 140 trying to get out from the side roads. He suggested that should be looked as well.

Mr. Hayes also felt the flyover by the Sports complex was an interesting solution. Discussion followed regarding funding the projects. Mr. Pandey reiterated that some of the components could be considered as a short-term project for safety reasons. He noted when they can begin working in the right-of-way they can begin to build right-turn lanes into the traffic flow. First Selectman Bowsza noted many of the houses located within the right-of-way predate regulations, if you take 10 feet from the front of many of these properties you'll be a foot and a half into someone's living room. Some of the tightness is unavoidable.

Tom Bulkeley, King's Court: Mr. Bulkeley questioned the speed identified in the report? NICK suggested that would be the average speed of someone traveling through the corridor. NICK indicated he didn't have the numbers with him this evening but he recalled the speed increased from 32 to 35 miles per hour, which includes the stop at the signal light so the speed indicated is well below the speed limit. There was a decrease in travel time once they installed the new signal detection equipment.

Mr. Bulkeley questioned if the traffic lights are synchronized? NICK replied affirmatively, noting they are controlled by the DOT signal system located in Newington; timing changes can be made remotely. He noted that although the signals are connected they don't all work in coordination together. The Route 5/Route 140 intersection has a different cycle length than the others because it's so busy. The signal at Tromley Road also operates differently, particularly during the morning to allow students to cross to the school.

Noreen Farmer, 247 South Water Street: Mrs. Farmer reported the recent widening of the intersection of South Water Street and Route 5 has made a difference but the people living in the condominiums still won't see much difference because of people heading south from the signal. Mrs. Farmer suggested DOT is still in the area widening some areas of Route 5 at South Water Street; she questioned if they could continue more of the work sooner than later? NICK suggested those improvements are being put in as part of the major traffic generator; the developer paid for some of the cost of those improvements. It's difficult to change things once the permit has been approved on the State level.

<u>Tom Talamini, 23 Rice Road:</u> Mr. Talamini referenced the "sidepath" proposed for Route 5; he questioned if there would be a barrier to separate the "sidepath"

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from the road? How would people cross at intersections? How would access from driveways be handled? NICK reported typically they have a 5-foot buffer; in areas where there could be issues they may install guardrails.

Mr. Talamini indicated he agreed with First Selectman Bowsza; the expansion of lanes will put the lanes in people's front yards.

No one else requested to speak in-person. First Selectman Bowsza queried the remote participants; no one signed in remotely requested to speak either.

First Selectman Bowsza noted the Board's next meeting is scheduled for November 14th; he questioned if the Board could approve the report at that meeting instead of tonight. Mr. Pandey concurred.

B. Homeland Security Grant Program:

First Selectman Bowsza reported that he would like to speak to Police Chief DeMarco and Deputy Chief Hart before signing off on this grant request. His questions related to assets and custodians of the assets, which was unclear in the document. First Selectman Bowsza noted the grant isn't due until December 15th. Selectman Baker while reading through the document he had questions as well, such as who owns the assets. First Selectman Bowsza requested a motion to postpone acting on this Item of Business this evening.

MOTION: To POSTPONE the authorization of the Resolution of the Town of East Windsor and the Sate Homeland Security Grant Program Region 3.

DeSousa moved/Baker seconded/DISCUSSION: None.

VOTE:

In Favor: DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions

C. Discuss American Heritage River Commission Recreational Trails Grant:

First Selectman Bowsza welcomed Barbara Sherman, a member of the American Heritage River Commission (AHRC) to the in-person meeting to discuss this grant proposal.

Mrs. Sherman noted the American Heritage River Commissioners have been stewards of the trails along the rivers to provide recreational opportunities for the

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public for years. This grant is for money to improve and add to the existing trails, and to fund maintenance along the trails. The AHRC is submitting the grant on behalf of the Town.

First Selectman Bowsza suggested he and staff were confused when reviewing the proposed grant document, as it appears dollars requested don't match in a couple of locations. Mrs. Sherman reported the total project funding requested, noted on page 1, is \$75,023, while the figure referenced on page 7 is an example of how to prepare the grant request. Deputy First Selectman DeSousa questioned how someone would know that; Mrs. Sherman cited her familiarity with the grant application as she filed similar grants in the past. Mrs. Sherman reviewed the grant process for the Board.

Mrs. Sherman noted a lot of damage has occurred along the trails; 3 or 4 bridges were moved due to high water in the area within the last few months. The AHRC hopes to restore the trails to walkable condition before the annual New Year's Day Hike. She noted there is always on-going maintenance.

First Selectman Bowsza thanked Mrs. Sherman for her explanation, and her work on behalf of the Town by submitted the grant. He apologized for the delay and requested a motion for approval of his signature on the grant.

MOTION: To AUTHORIZE the First Selectman to sign the Connecticut

Recreational Trails Program Grant Information and Application being applied for by the American Heritage River

Commission.

Baker moved/Nordell seconded/DISCUSSION: None.

VOTE: In Favor: DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions

E. Tax Refunds:

First Selectman Bowsza called for a motion to approve tax refunds.

MOTION: To APPROVE Tax Refunds in the amount of \$7,770.30.

Muska moved/DeSousa seconded/DISCUSSION: None

VOTE: In Favor: DeSousa/Baker/Muska/Nordell

(No one opposed/No Abstentions

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10. SELECTMEN COMMENTS AND REPORTS/:

A. Jason Bowsza: (See Attachment C)

B. Marie DeSousa:

Deputy First Selectman DeSousa noted she had no report this evening due to the timing of the Commissions or Boards she serves as liaison for.

C. Alan Baker:

Selectman Baker reported the Planning and Zoning Commission had a light meeting schedule; they reviewed and approved a couple of Special Use Permit Applications.

Selectman Baker reported he attended the Broad Brook Fire Department Commission meeting on Monday of this week. The BBFD is planning to purchase a replacement pumper truck so they had a salesman in to discuss finance options. The also revisited the ordinance to require Fire Marshal fees for reinspections only. And, they talked about sharing Fire Marshal expenses with the Warehouse Point Fire District regarding expenses other than the vehicle which was provided by the Town but insured through the BBFD. Discussions are ongoing.

Last night Selectman Baker attended the Pension and Retirement Board Meeting. Representatives from Webster Bank gave a presentation about employee pensions. All funding is healthy despite the downturn in the economy. The have signed on with someone who will act as a fiduciary for the employees.

D. Sarah Muska: (See Attachment D)

Selectman Muska's report included information that the Hazardous Waste Collection has been funded by the Board of Finance, although it had been mentioned that it would have been better to include the funding in the original budget rather than requesting an added appropriation this early in the Budget season. First Selectman Bowsza clarified that funding for the Hazardous Waste Collection had been included in the FY Budget initially by the Board of Selectmen but was cut at the Board of Finance level. He's pleased to see that the Town is moving forward to providing this community service for the residents.

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E. Charlie Nordell: (See Attachment E)

First Selectman Bowsza noted that energy season is upon us. Social Services is taking applications for energy assistance, particularly for deliverable fuels. First Selectman Bowsza noted this year there is no asset test, the only caveat is an income cap of \$70,000.

11. PUBLIC PARTICIPATION:

First Selectman Bowsza queried the in-person audience for comments.

<u>Tom Bulkeley, King's Court:</u> Mr. Bulkeley reported "Well done!" He noticed the two telephone poles in the parking lot displaying the Veterans' Race sign are now the same height.

Tom Talamini, 23 Rice Road: Mr. Talamini referenced Selectmen Nordell's discussion of the request for signage prohibiting use of Morris Road for truck traffic; he questioned if it would be more successful if the signage indicated a "request" not to use the road rather than a direct prohibition. Discussion continued regarding signage options.

Hearing no further requests from the in-person audience to comment, First Selectman Bowsza asked for comments from the remote participants. No one signed in remotely requested to speak.

12. EXECUTIVE SESSION/Pursuant to C.G.S. Sec. 1-200 (6)(b), negotiations, (6)(e) discussion of any matter which would result in the disclosure of public records or the information contained therein described in subsection (b) of section 1/210. — Action is possible:

MOTION: To GO INTO EXECUTIVE SESSION at 9:14 p.m. Attending the Executive Session were First Selectman Bowsza, Deputy First Selectman DeSousa, Selectman Baker, Selectman Muska, Selectman Nordell.

Muska moved/DeSousa seconded/<u>DISCUSSION:</u> None VOTE: In Favor: DeSousa/Baker/Muska/Nordell (No one opposed/No Abstentions

LET THE RECORD SHOW the Recording Secretary left the in-person meeting at 9:14 p.m.

TOWN OF EAST WINDSOR BOARD OF SELECTMEN

Regular Meeting -October 21, 2021

In-person and

ZOOM Teleconferenc Meeting ID: 332 683 3563

Passcode: townhall MEETING MINUTES

There was no information available on the meeting video regarding action after returning from Executive Session of Adjournment.

13. ADJOURNMENT:

Respectfully submitted

Peg Hoffman, Recording Secretary, East Windsor Board of Selectmen

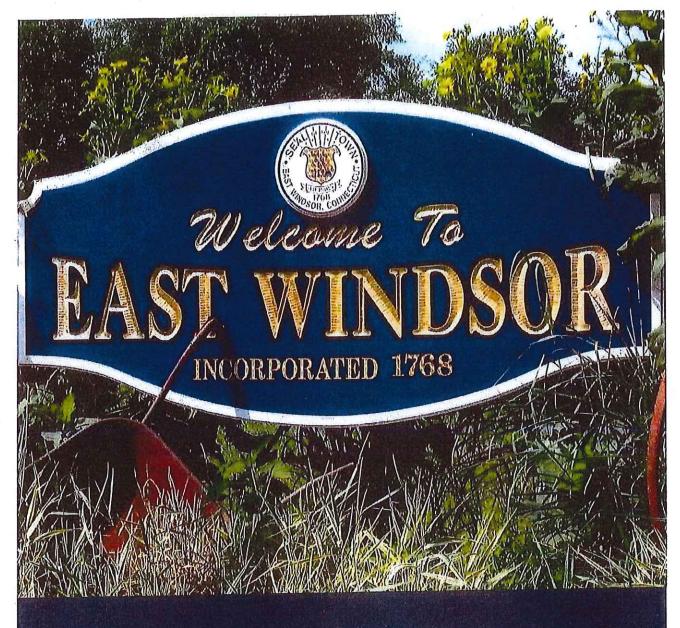
ATTACHMENTS:

- A Town of East Windsor E.R.A.S.E. COVID-19 Final Report dated October 21, 2021
- B Route 5 Corridor Study Draft Recommendations and Implementation Plan dated September 20, 2021
- C Selectman's Report First Selectman Bowsza
- D Selectman's Report Selectman Muska
- E Selectman's Report Selectman Nordell

(Deputy First Selectman DeSousa had no report this meeting; Selectman Baker's Report is included in the Meeting transcription)

BN 10-21-2021 Attachment A

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Town of East Windsor E.R.A.S.E. COVID-19 Grant Final Report

October 21, 2021

George E. Krivda, Jr., Consultant

Lillian Bluestein, Intern

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ACKNOWLEDGMENTS

The Emergency Relief and Stabilization Effort (E.R.A.S.E.) COVID-19 Grant is made possible due to funding allocated to the Town of East Windsor through the American Rescue Plan Act of 2021, passed by the United States Congress, and signed by President Joseph R. Biden. Special thanks to U.S. Senator Richard Blumenthal, U.S. Senator Christopher S. Murphy, and U.S. Representative John B. Larson for their support of the Act and the associated funding.

This program is an initiative of the East Windsor Board of Selectmen:

- First Selectman Jason E. Bowsza
- Deputy First Selectman Marie E. DeSousa
- Selectman Alan Baker
- Selectman Sarah Muska
- Selectman Charles Nordell

The Grant Program was developed by Program Administrator/Consultant George E. Krivda, Jr., Lillian Bluestein, First Selectman Jason E. Bowsza, and dedicated staff within East Windsor Town government.

Outreach and investigation was performed by George E. Krivda, Jr. Technical and administrative support was provided by Lillian Bluestein, Jennifer Sanchez, and Melissa LaBelle. The final report and presentation were written by First Selectman Jason E. Bowsza, George E. Krivda, Jr. and Lillian Bluestein.

EXECUTIVE SUMMARY

On March 11, 2021, the American Rescue Plan Act (ARPA) was signed into law by President Biden. Section 9901 of the ARPA amended Title VI of the Social Security Act to add section 602, which establishes the Coronavirus State Fiscal Recovery Fund, and section 603, which establishes the Coronavirus Local Fiscal Recovery fund. These Fiscal Recovery Funds are intended to provide support to State, local, and Tribal governments in their response to the impact of COVID-19 and in their efforts to contain the effects of COVID-19 on their communities, residents, and businesses. The Fiscal Recovery Funds build on and expand the support provided to these governments over the last year, including through the Coronavirus Relief Fund (CRF).

Through the Fiscal Recovery Funds, Congress provided State, local, and Tribal governments with significant resources to respond to the COVID-19 public health emergency and its economic impacts through four categories of eligible uses. Section 602 and section 603 contain the same eligible uses; the primary difference between the two sections is that section 602 establishes a fund for States, territories, and Tribal governments, and section 603 establishes a fund for metropolitan cities, non-entitlement units of local government, and counties. Sections 602(c)(1) and 603(c)1 provide that those funds may be used "to respond to the public health emergency or its negative economic impacts, including assistance to households, small businesses, and nonprofits."

State, local, and Tribal governments have broad latitude to choose whether and how to use the Fiscal Recovery Funds to respond to and address the negative economic impacts of the pandemic. Under the act, municipalities may utilize these funds for five purposes: 1) recovering lost revenue due to the COVID-19 pandemic; 2) hazard pay for frontline employees; 3) sewer, water, and broadband projects; 4) tourism; and 5) small business and nonprofit assistance. East Windsor elected to allocate a portion of its ARPA funding for small business and nonprofit assistance through the development of the East Windsor Emergency Relief and Stabilization Effort COVID-19 Grant ("the Grant").

The ARPA allows for assistance to small businesses and nonprofits to adopt safer operating procedures, weather periods of closure, or mitigate financial hardship resulting from

the COVID-19 public health emergency. Such assistance may include grants to mitigate financial hardships. For purposes of the Grant, mitigation of financial hardships is understood to be: declines in revenues; impacts of periods of business closure, including payroll and benefits costs; costs to retain employees; mortgage, rent, or utilities costs; other operating costs, such as coronavirus prevention or mitigation tactics; physical plant changes to enable social distancing; enhanced cleaning efforts; and installation of or enhancements to barriers or petitions.

The result of the program was the approval of one hundred thirteen applications totaling \$1,079,700 in support for businesses in our community. Nineteen nonprofits received funding, as did six farms, two artist venues, five automotive businesses, three distributors, seventeen restaurants, twelve home improvement businesses, one hotel, six manufacturers, sixteen personal services providers, six professional service providers, fifteen retailers, and five venues. The diverse groupings of Grant awardees show the economic effects of the pandemic have been deeply felt by businesses in East Windsor.

METHODOLOGY

East Windsor's share of the American Rescue Plan Act totaled \$3,453,151.43, payable to the Town of East Windsor in two tranches — one that was made in June of 2021, another to be transferred to the Town in June of 2022.

On April 1, 2021, the East Windsor Board of Selectmen voted to allocate a portion of the funds received from the American Rescue Plan Act to be used as awards of up to \$10,000.00 for small businesses and nonprofits. Upon receipt of the first tranche of funds from the ARPA, the Board of Selectmen ("the Board") approved the use of \$1.1 million for the development of the Emergency Relief and Stabilization Effort – COVID-19 Grant. The Grant was available to East Windsor small businesses and nonprofits who could demonstrate an economic impact due to the pandemic.

After the initial funding was approved by the Board, the Town Issued a Request for Qualifications (RFQ) on April 7, 2021, seeking qualified firms or individuals for professional and technical services to administer a small business and nonprofit relief program and provide administrative and technical support to implement activities including application development, application review and evaluation, development of appropriate award criteria, and determination of grants during the grant period, if approved.

Two RFQs were received. The administration of the program was awarded to George E. Krivda, Jr., a local low bidder. Mr. Krivda had decades of experience in state and federal government, with proficiency and expertise in program management, grant management, legislative analysis, and public relations.

PROGRAM IMPLEMENTATION

The newly appointed administrator met with the First Selectman and other Town officials and staff to develop a simple application form to elicit information from all prospective small business and nonprofit applicants to determine eligibility and provide a justification for taxpayer-funded relief. An eligible small business was defined as not having more than one hundred employees, having operations in the Town of East Windsor, and being registered to

conduct business for at least 12 months. An eligible nonprofit was defined as an East Windsor addressed legal entity organized and operated for a collective, public, or social benefit.

An advertising plan was developed geared towards East Windsor non-profits and small businesses utilizing local radio, statewide television, and print media. A press availability was scheduled, announced, and completed on July 12, 2021, announcing An Emergency Relief and Stabilization Effort (E.R.A.S.E) COVID-19 Grant. The First Selectman and Board of Selectman were joined by U. S. Senator Richard Blumenthal, U. S. Representative John B. Larson, State Senator Saud Anwar, and State Representative Carol Hall in announcing the program. To further promote the program, the Town Issued press releases and social media postings, solicited earned media stories, and sent direct mailings to more than three hundred fifty prospective applicants. The First Selectman also mounted an exhaustive door-to-door effort to ensure small business participation.

One hundred seventeen award requests were received. Two applicants were disqualified because of legal issues against the Town. One applicant was disqualified as having moved their business to another town. One applicant was disqualified due to a significantly late submission.

A thorough review was conducted by the administrator to determine eligibility with the program and compliance with the ARPA guidelines as issued in the Interim Final Rule¹. The administrator read the applications and sought clarification and additional information in support of applications through emails, telephone conversations, interviews, and personal visits.

A goal stated at the outset of the program was to assist as many small business and nonprofits in our community as possible. One hundred thirteen awards were distributed totaling \$1,079,700.00.

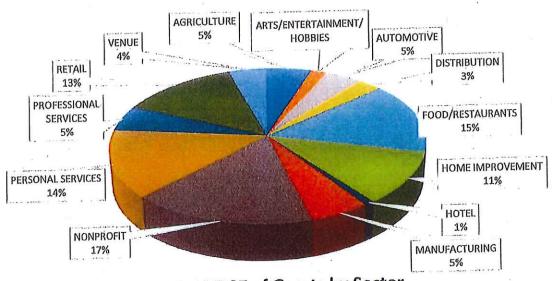
¹ Criteria set forth in Department of the Treasury 31 CFR Part 35 RIN 1505-AC77 Coronavirus State and Local Fiscal Recovery Funds Interim Final Rule were applied.

PROGRAM ANALYSIS

When looking at the impact of the Grant, there are several ways of reviewing the available data. Included herein are breakdowns of percentage of grants by sector, total dollars awarded by sector, percentage of grants awarded to women-owned businesses, and percentage of grants awarded to minority-owned businesses². Nonprofits were excluded from calculations determining women-owned and minority-owned statuses because there is no ownership to determine.

Over the course of the program, one hundred seventeen applications were considered for funding. Of those, one hundred thirteen were funded. An additional four applicants were deemed to be ineligible due to significantly delinquent submission or having moved the applicant business out of East Windsor or being engaged in active litigation against the Town. Of the total number of applications received, 96.5% were funded.

PERCENTAGE OF GRANTS AWARDED BY SECTOR



PERCENTAGE of Grants by Sector

Figure 1

² Note that both minority-owned status and women-owned status are based on the best information available to program administrators as of the close of the program.

The chart included in *Figure 1* shows the breakdown by percentage of applications awarded by sector. In terms of the sectors awarded grant funding, the award pool was diverse and balanced, with no sector representing more than twenty percent (20%) of the total applications. The discernable sectors receiving awards through the program include the following:

Agriculture Distribution Hotel Personal Services Venue Arts/Entertainment Food/Restaurants Manufacturing Professional Services Automotive Home Improvements Nonprofit Retail

DOLLARS APPROVED BY SECTOR

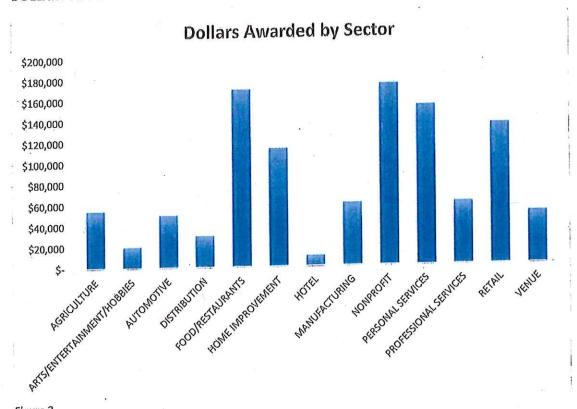


Figure 2

In addition to looking at the <u>percentage</u> of grants awarded by sector, it is also possible to look at the number of <u>dollars</u> awarded by sector. Most applicants were approved at the full amount that was requested, and in most cases that request was for \$10,000, the program maximum.

Some applicants asked for less than the maximum, and some applicants were awarded less than the maximum based on available information provided in their applications and subsequent requests for clarification requested by the Program Administrator. As is expressed in *Figure 2*, the same sectors representing the highest number of requests also represent the sectors with the highest total dollars approved.

GRANTS AWARDED TO WOMEN-OWNED AND MINORITY-OWNED BUSINESSES

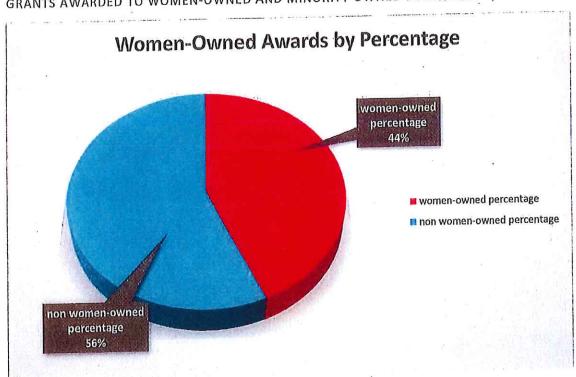


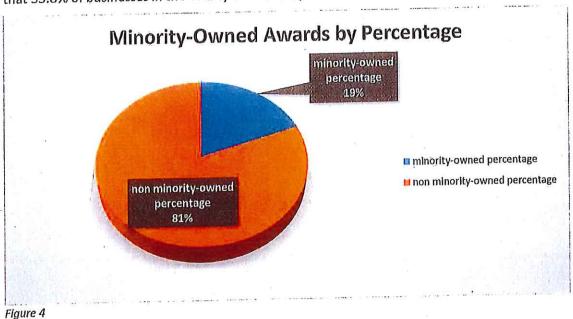
Figure 3

Figure 3 shows the breakdown of awards based on ownership status by gender. After discounting nonprofit awardees, ninety-four applications for businesses were awarded. Of those, forty-one were women-owned, for a total of 43.6%.

According to the statistics available from the U.S. Census³ pertaining to businesses in East Windsor, 416 of 899 businesses identified would be considered women-owned, for a total of 46.3%. By comparison, Hartford County reports 41.1% of known businesses as women-owned. The Grant's award rate of 43.6% to women-owned businesses is consistent with, although slightly below, the total women-owned business population in East Windsor, and ahead of the percentage of women-owned businesses in Hartford County.

Several sectors of Grant award recipients were either exclusively male-owned (including agriculture, arts/entertainment, or hotel) or were exclusively women-owned (personal services). Women-owned status equated to 20% of automotive awardees, 33% of distribution awardees, 35% of food/restaurant establishments, 8% of home improvement sector awardees, 33% of manufacturing sector awardees, 67% of professional services sector awardees, 53% of retail establishments, and 40% of venue owners.

A similar review of census data shows that there are 148 businesses in East Windsor that would be considered minority-owned, out of a possible universe of 899 businesses, for a total minority-owned business percentage of 16.4%. By comparison, Hartford County reports that 55.8% of businesses in the county are minority-owned.



³https://www.census.gov/quickfacts/fact/table/eastwindsortownhartfordcountyconnecticut,hartfordcityconnecticut/SBO020212

Figure 4 shows that 19.2% of Grant awards were made to minority-owned businesses, exceeding the 16.4% of total local businesses that are designated as minority-owned.

Several sectors are again noted as being either completely non-minority owned (including agriculture, automotive, and manufacturing) or completely minority-owned (specifically, hotels). Other sectors remain split, with minority-owned businesses equating to 50% of arts/entertainment businesses, 33% of distribution sector recipients, 24% of food/restaurant establishments, 8% of home improvement businesses, 19% of personal services, 17% of professional services, 20% of retail establishments, and 60% of venues.

OUTCOMES AND INTENDED USES

The Town of East Windsor opted to use a portion of its allocated funds through the ARPA to support small businesses and nonprofits. The Interim Final Rule implementing the ARPA requires that awardees be able to demonstrate an economic hardship resulting from the COVID-19 pandemic. This condition effectively establishes small business and nonprofit assistance programs as insurance policies intended to mitigate the effects of the pandemic. It does not put any conditions on future use of federal funds once they are allocated.

However, the Town of East Windsor, when establishing the program, included in both the grant application and the award contract language requesting information on the intended use of the funding. In doing so, the Town can identify prospective benefits of the Grant.

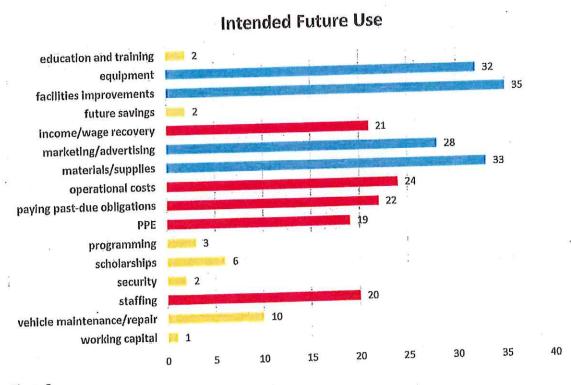


Figure 5

The intended uses identified by grantees can be grouped into sixteen different categories, shown in *Figure 5*. It should be noted that applicants may have indicated more than

one use for the funding, which explains why the notations per category exceeds the number of applications approved for funding.

The categories of responses for future use of funding can be further grouped into three tiers of use. The first tier, identifiable as blue in *Figure 5*, included: facilities improvements, materials and supplies, equipment acquisition and/or repair, and marketing and advertising. Many of the purposes identified in this tier represent expenses that are tangible, physical additions or improvements. With additional funding available, grantees who indicated uses in this tier were indicating ramping up business practice that will help them advance beyond where they have been able to be during the pandemic, effectively anticipating the presumed post-pandemic economic expansion.

The second tier of funding, shown in red, includes operational costs, repayment of overdue bills/obligations, income and wage recovery, staffing, and acquisition of personal protective equipment (PPE). Purposes included in this tiering represent the grantee's intention of catching up on outstanding obligations. Two specific responses in this tier worth noting are staffing, and income and wage recovery. Many respondents indicated lost income to themselves or a need to reduce or eliminate staff in the throes of COVID-related shutdowns. Funding awards in this category will help grantees correct those hardships and show opportunities for local job growth locally.

The third tier, shown in orange, is comprised of vehicle repairs and maintenance, scholarships, programming, future savings, security upgrades, education and training, and working capital. Uses identified here were those that could not have been prioritized during the height of the pandemic and the ensuing economic uncertainty. These differed costs, while important, did not outwelgh other needs like staffing, health safety improvements, and inventory.

There are several comments submitted by applicants that accentuate the impact of the Grant in the East Windsor community. A sampling of those, but by no means an exhaustive list, are included below:

- "The Grant money will be used to pay an East Windsor company to provide much needed sand, mulch, and playground mulch to existing playground equipment areas." ~
 Betsy DeWolf, Work and Play School LLC
- "As we, along with so many other businesses in town, start to recover from the COVID-19 crisis, the grant will help us to do some of the work that we need to do to get things back to normal. This assistance comes at a time when we are embarking upon a major redevelopment program, and we assure you that it will be put to good usel" ~ The Connecticut Electric Railway Association, Inc.
- "We believe that this grant will significantly help us to continue our operations and will
 help us, the staff, and our customers stay safe during these challenging times...We enjoy
 being a part of the East Windsor community and appreciate this opportunity!" ~ Sunny's
 House
- "By being able to make these upgrades, and more, I am providing a higher level of service to my well-deserved clients. On behalf of them and myself, we thank you dearly for awarding me this grant." ~ Jaime Lee Johnson, Hands On Therapeutic Massage
- "Thank you for selecting my business to receive the grant. It will be used to pay
 business expenses that are necessary to keep the business open. Some examples are
 equipment payments, insurance payments, paychecks, and any other necessary
 payments or expenses to keep the business running." ~ JP Norton Construction, LLC
- "Although operations are still only at 50% of pre-COVID numbers, most of the operational costs remain at 100%, negatively impacting our business and recovery. These funds will help to ensure that we will be able to continue to operate as well as continue to re-emerge from the pandemic." ~ Richards Employment Agency, LLC.
- "As a recipient of the East Windsor E.R.A.S.E. COVID Grant, Septicology LLC Intends to use the funds to strengthen and build our business, as well as our commitment to East Windsor. Any...funds will be used to help purchase and remodel a commercial property here in town...This new property will allow us to expand our business and grow our team past the eight full-time employees that we already have." "Daniel Dziadul, owner, Septicology LLC

"If I was considered for this grant, I would use the grant to update the salon and ensure we can operate in the safest way for guests and stylists. I would include additional COVID-19 safety practices and change how the stations are positioned. I would also use this to help discount/walve my renter's rent in the event we are exposed to COVID-19 and are required to shut down for fourteen days again." "Hannah Masciovecchio, Kutting Room Salon

CONCLUSION

The Town of East Windsor is fortunate to have received \$3,453,151.43 in funding from the federal government through the American Rescue Plan Act. Allowable uses of that federal funding were limited to the following purposes: revenue recovery; hazard pay for front line employees; tourism; sewer, water, and broadband projects; and small business, nonprofit and household assistance programs.

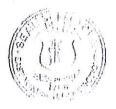
The East Windsor Board of Selectmen designated a portion of that federal funding (approximately \$1.1 million) for small business and nonprofit assistance through the establishment of this Grant. No state or municipal tax dollars were allocated to funding the grant awards or the administrative costs of the program.

The applications received by the Town of East Windsor through this program show that the economic effects of the COVID-19 pandemic incurred by small businesses and nonprofits in the community, and likely in most communities, are significant, and that there is a long way to go to achieve full recovery. Women-owned businesses accounted for 44.1% of awardees, consistent with the percentage of businesses in East Windsor that have women-owned status, and ahead of the 41.1% in Hartford County. Minority-owned businesses accounted for 19.4% of grantees through the E.R.A.S.E. Grant, exceeding the percentage of minority-owned businesses in the community of 16.4%.

Through the development and implementation of the Grant, the Town of East Windsor was one of the first communities in Connecticut to establish a direct support program for small businesses and nonprofits utilizing ARPA funds, and we hope that our experience and this report may be emulated in other communities in Connecticut.

APPENDICES

Appendix A	Grant Criteria
Appendix B	
Appendix C	Analytical Charts and Graphs
Appendix D	Application Review Summaries



TOWN OF EAST WINDSOR

FIRST SELECTMAN JASON E. BOWSZA

EMERGENCY RELIEF AND STABILIZATION EFFORT (E.R.A.S.E) COVID-19 GRANT Eligibility Criteria

Eligibility

For the purposes of this Grant:

<u>A small business</u> is defined as employing not more than 100 employees and has operations in East Windsor, CT (Examples: a trade name on file with the State of Connecticut or appearance on the Town's Grand List.)

A non-profit entity is defined as an entity with an East Windsor address organized and operated for a collective, public or social benefit (non-profit status may be demonstrated by supplying the organizations CT-990 form or 501(c) incorporation documents.)

- The applicant must be in good standing with the Connecticut Secretary of the State in terms of business/non-profit filings.
- Non-profits must have proof of 501c status.

<u>Application Requirements</u>

- Documentation should be supplied supporting the number of employees before the pandemic and at the time of this application.
- Listing of all federal or state assistance applied for and/or received (i.e., PPP loans, etc.)
- If applicable, dates of closure due to the pandemic need to be provided.
- The applicant must provide a written statement that will identify a need or negative impact of the COVID-19 public health emergency to your organization or business and must identify how your grant request addresses the identified need or negative impact.

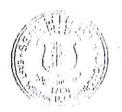
The Town reserves the right to revisit applications and request additional information.

Grants will be awarded based upon funds available and the number of applications received for an amount up to and not to exceed \$10,000. All grant awards are subject to conformity with federal requirements.

11 Rye Street, Broad Brook, CT 06016

www.eastwindsor-ct.gov

Telephone (860) 623-8122



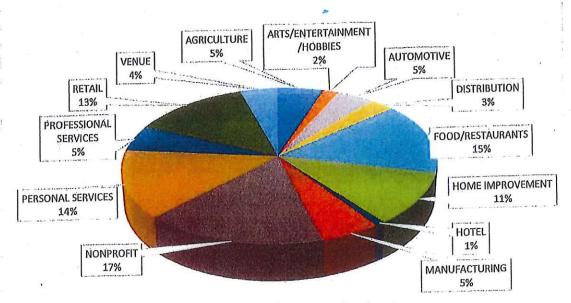
TOWN OF EAST WINDSOR

FIRST SELECTMAN JASON E. BOWSZA

East Windsor E.R.A.S.E. COVID-19 Grant Application

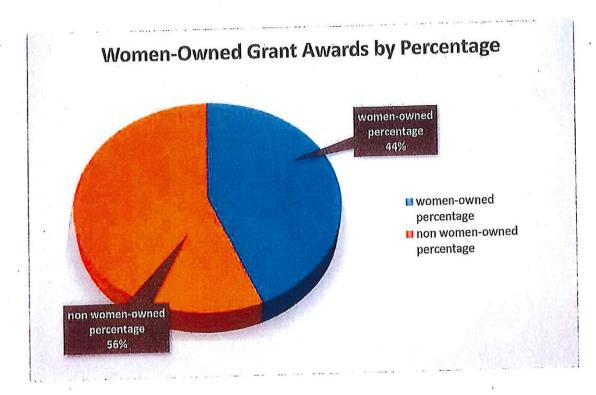
(Emergency Relief and Stabilization Effort)

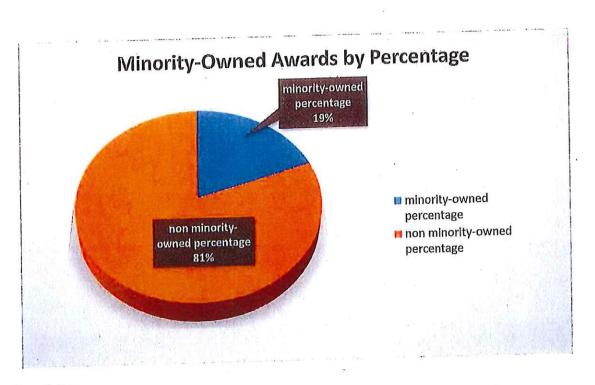
Date of Application Submission:
Full Name of Business of Non-profit:
Business Address:
Applicant Primary Contact Name:
Applicant Primary Contact Phone:
Applicant Primary Contact Email:
Approduct Amany
Applying as a: Business Or Non-Profit
 Applicants must provide the following: Evidence that the business or non-profit is in good standing with the Connecticut Secretary of the State's Office; Documentation stating the number of employees prior to the pandemic, as well as at the time of this application; A listing of all state or federal assistance applied for and/or received over the last two (2) years (i.e. PPP loans, etc.); If applicable, any dates of closure incurred due to the pandemic; A declaration (written explanation) outlining in what dynamic way the funds are intended to be used to add value, quality, desirability or attractiveness to your business or nonprofit; A written statement that will identify a need or negative impact of the COVID-19 public health emergency to your organization/business and an explanation as to how the grant award would address the identified need or negative impact.
Grants will be awarded based upon funds available and the number of applications received for an amount up to and not to exceed \$10,000. All applications must be received by the First Selectmen's Office not later than August 9 th at 4:30pm. Applications can be emailed to grant@eastwindsorct.com (preferred) or mailed to 11 Rye Street, Broad Brook, CT 06016

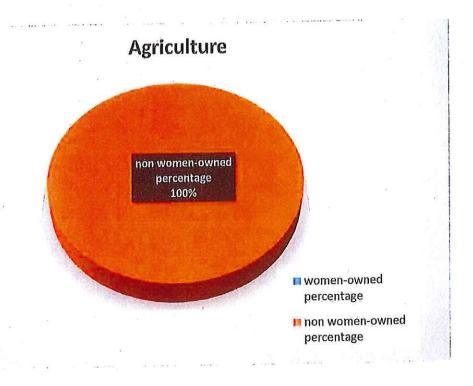


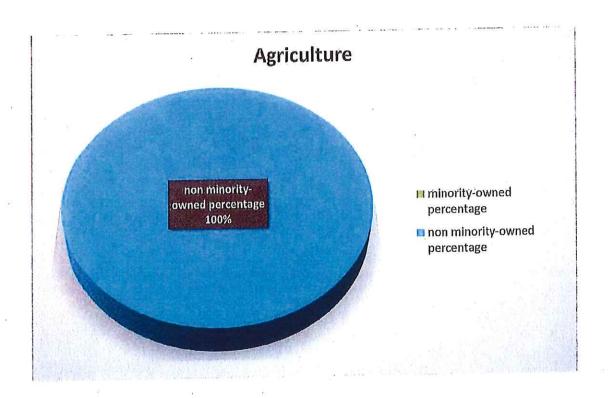
PERCENTAGE of Grants by Sector

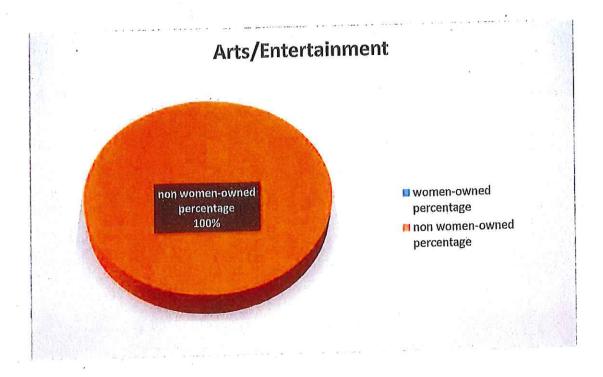


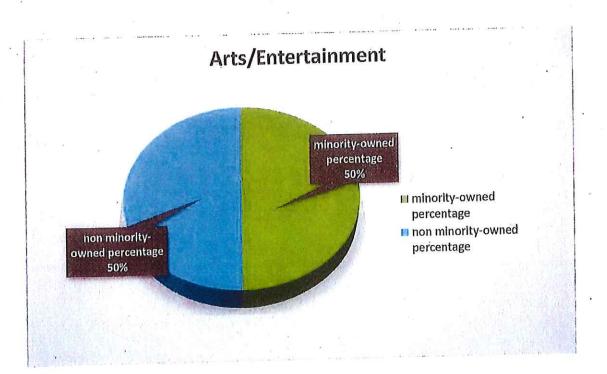


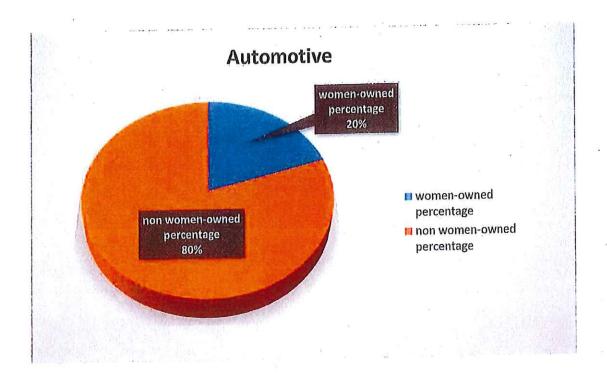


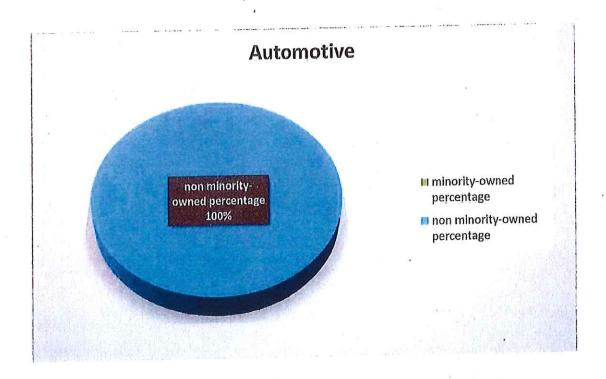


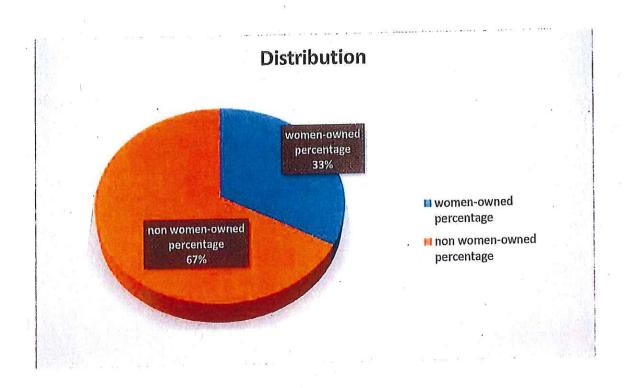


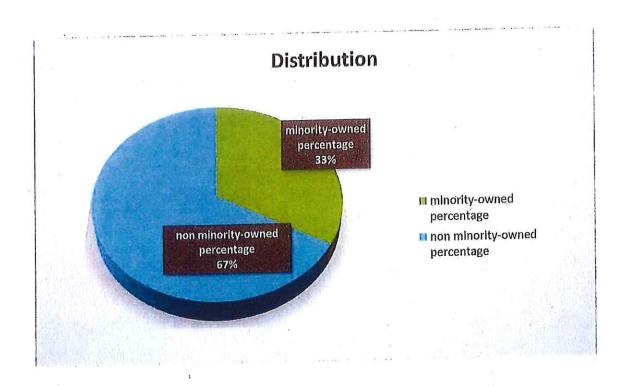




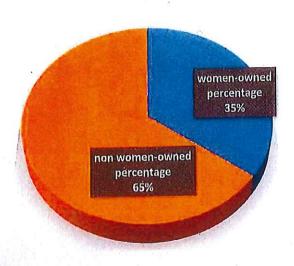




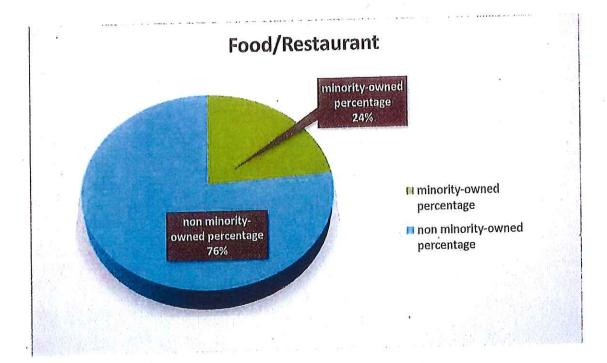


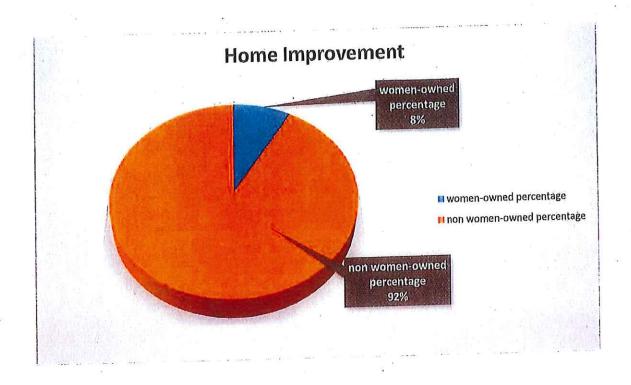


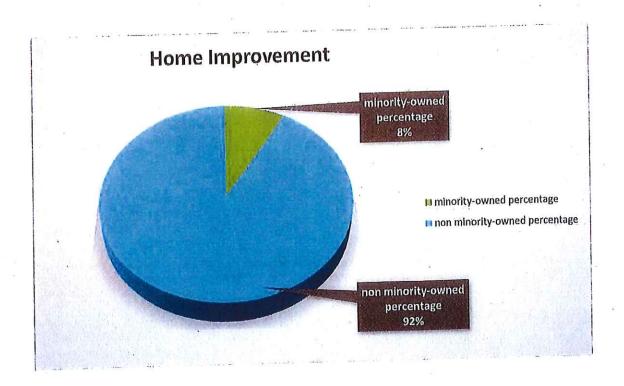
Food/Restaurants



- women-owned percentage
- non women-owned percentage

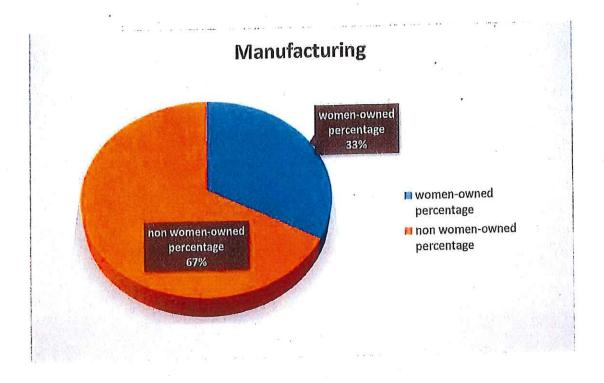


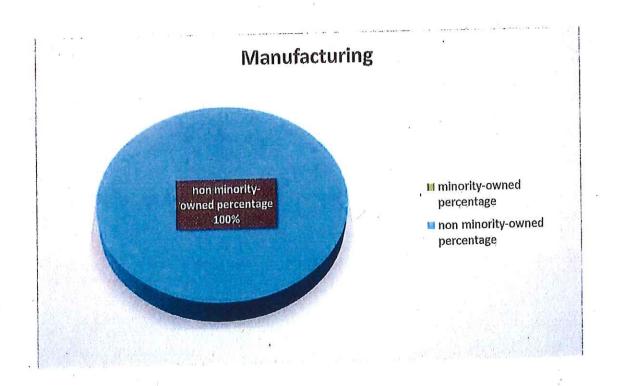


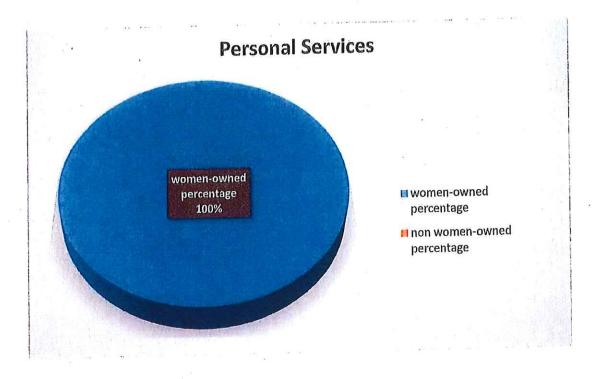


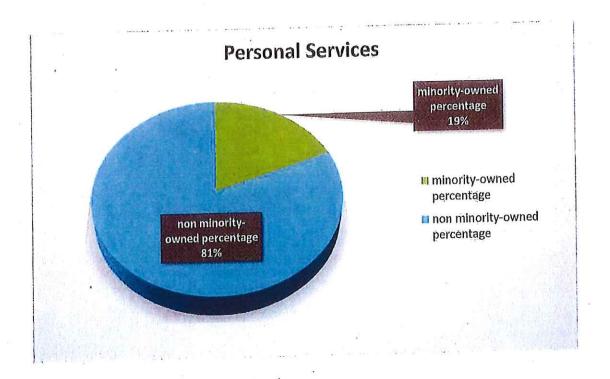


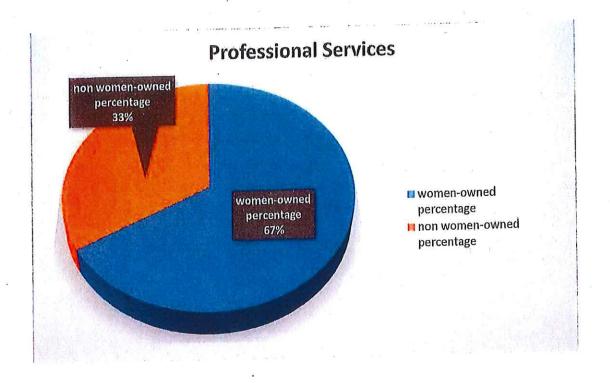


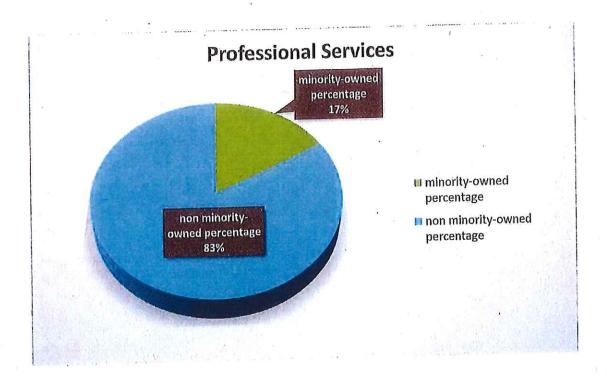


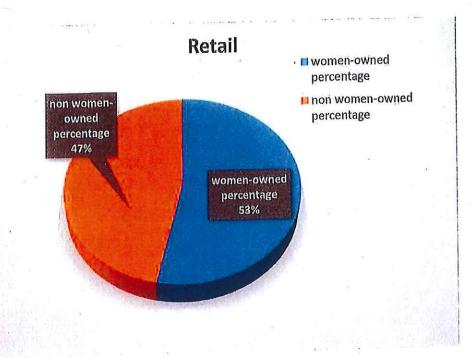


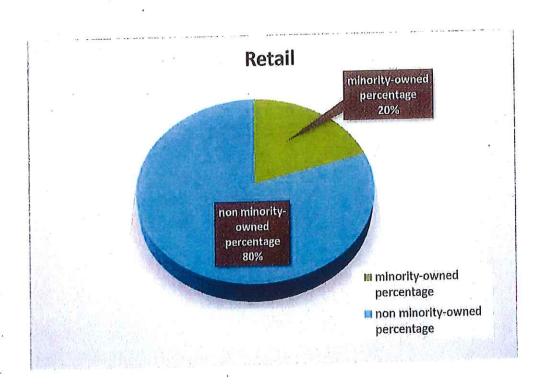


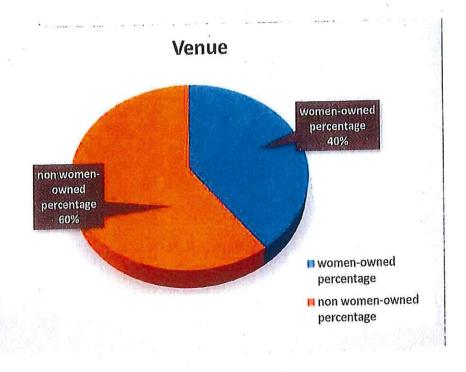


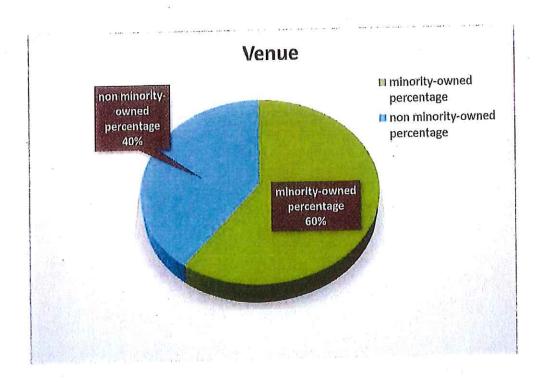












APPENDIX D

Application Review Summaries

Reviewed and compiled by: George E. Krivda, Jr.

ABBY'S HELPING HAND, CORP.

A review of the application of **Abby's Helping Hand** informs that the nonprofit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The nonprofit vigorously conducts fundraising activities that were canceled due to the public health crisis.

Financial losses are estimated at between \$73,950.00 - \$91,300.00.

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/22/21

AEROCOR, INC.

A review of the application and subsequent correspondence with Marc Corallo of Aerocor, Inc. Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Aerocor manufactures commercial and military turbine jet engine parts, and their whole industry has been negatively impacted by the COVID public health emergency. Their orders and income have declined significantly. Due to less air travel because of COVID-related restrictions, both domestic and abroad, the demand for aircraft parts has downturned sharply. Aerocor is the successor of a company called Avatar that was in the same location and business where they are now. They kept Avatar's customers and brought their own to the new business. Since they started in June of 2019, they did not have a long track record before COVID-related economic impacts affected the economy. However, their gross sales averaged \$144,000.00 per month pre-public health emergency, and they declined to \$67,000.00 per month in post-COVID 2020. In 2021, they are still experiencing declines at \$63,000.00 per month.

Their supply chain was not affected by the COVID public health emergency since Aerocor's vendors and customers also slowed down, and vendors were looking for work, though some materials had longer lead times.

Expenditures for personal protective equipment and enhanced cleaning products amounted to approximately \$1,300.00.

The company has a large physical footprint for the number of employees, so they did not have to do much for social distancing other than move some computer stations and separate workers on the production floor.

These losses are a direct result of the harmful consequences of the economic disruptions resulting from the COVID public health emergency and the company's loss of revenue, on an annual basis calculates to approximately \$800,000.00.

GEK 8/25/21

AGONIST GALLERY

A review of the application and subsequent correspondence with leff Holcombe of **Agonist Gallery** informs that the business is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

The Gallery was closed for fourteen months, after building momentum from opening in October 2017 through February 2020. Rent and utilities were \$9,800.00 for the fourteen-month period that they were closed from March 2020 through April 2021.

Estimates for revenue loss are predicated on actual revenue from 2019 and projected revenue from events, classes, workshops, and lectures that could not run. They are as follows: \$2,500.00 in events and print sales, \$5,600.00 classes (\$100/week), \$1,400.00 workshops (\$100/month), and \$5,600.00 tickets for lectures (\$100/week), totaling \$15,100.00 in revenue losses.

No changes in the physical plant were made. Since they were closed, there were no extra cleaning products purchased. Mr. Holcombe stated, "The harmful consequences did total more than \$10,000."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

AL'S BEVERAGE COMPANY

A review of the application and subsequent correspondence with Marjorie Feldman of Al's **Beverage Company** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Al's Beverage Company is a manufacturer of concentrated beverages primarily used for use with dispensing equipment. In simple terms, they make the syrup that is used by restaurants to create soft drinks that come out of their fountain dispensers, bar guns, frozen drink machines, etc. Their product is primarily sold to restaurants. When restaurants were forced to close, their sales virtually dropped to zero.

The plant had to be fully sanitized after one employee contracted the virus. They had to be shut down for almost three days during that timeframe which impacted their workflow and backlogged some orders. Marjorie Feldman estimates total PPE costs to be approximately \$2,000.00 for masks and enhanced sanitation.

The company is having a hard time finding and keeping workers. The cost of advertising and training for employees who quit cost the company approximately \$4,000.

They are hampered with continual backlog issues and rising costs for ingredients and labor. The overall increases have generally been anywhere from 8-15%. Some items experienced sudden shortages in the marketplace. For example, citric acid, an important ingredient in the formulation of soda, was suddenly non-existent in the marketplace. The company had to search exhaustively to locate it, finding that its price rose to \$3.96 per pound—about four times its pre-pandemic cost of \$0.78 per pound. The company purchases 55,000 pounds per year, so their citric acid costs alone experienced a \$53,000.00 per year increase.

Ms. Feldman submitted information comparing revenue monthly before and after the public health emergency demonstrating a near catastrophic decline. To put it mildly, the grant is a fraction in terms of the decline in revenue.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

AMERICAN LEGION

BARRY - POULTER POST 40

A review of the application of the American Legion Barry – Poulter Post 40 informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The American Legion Barry – Poulter Post 40 is over one hundred years old. They provide scholarships, sponsor a little league team, and help veterans with various hardships, as well as support the Five Corner Cupboard and Pauline's Stock Pot Kitchen.

During 2019, the organization's fundralsing events generated a net profit of over \$12,000.00. As a result of the public health emergency restricting fundralsing opportunities, Mr. Ed Filipone anticipates a total estimated loss of over \$18,000.00 for 2020 and 2021.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

ANDY'S LANDSCAPING

A review of the application and subsequent correspondence with Walter Spakoski of **Andy's Landscaping** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$3,000.00.

Walter Spakoski is the sole proprietor of Andy's Landscaping. He estimates a diminished workload due to the COVID public health emergency of \$1,500.00. He did not lose any customers, but a few customers cut back drastically on their usual work for landscaping. The estimated loss of revenue is about \$1,800.00. They did not need to alter workspace for social distancing. The business did need to spend on enhanced cleaning products for when they had contact with customers. They report a very stressful year getting through landscaping and dealing with their customers and the businesses they get their supplies from. Before the public health emergency, they never had a problem getting parts or repairs done. Mr. Spakoski says "Last year was just terrible. If you managed to find what you needed it would take a while before receiving it. It was very frustrating as they wanted to complete their work but had to wait."

Mr. Spakoski says that the harmful consequences from COVID-19 is estimated at \$3,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/30/21

ANGEL BAIL BONDS, LLC

A review of the application and subsequent correspondence with Priscilla Allard of Angel Bail Bonds, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

During the ongoing COVID public health emergency, the Connecticut court system changed policies that resulted in fewer bonds being written. The business diminished from ten to fifteen bonds written per month to one or two.

The business was forced to eliminate a position.

When asked if the economic harm resulting from or exacerbated by the public health emergency amount to a loss of \$10,000 or more, Priscilla responded, "As I mentioned my business has taken a direct hit. I am down \$30,000 and have been struggling to keep up."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/23/21

AS TIME ROLLS ON

A review of the application and subsequent correspondence with Alan Kochet of **As Time Rolls**On informs that the business is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$6,000.00.

The business was closed from March 17, 2020 – May 21, 2020. Rent totaled \$878.00 during this period. Lost sales during the closure were approximately \$3,400.00. Cleaning, painting, and PPE expenses were less than \$100.00.

Mr. Kochet estimates his loss for the entire public health emergency to be approximately \$6,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

AT THE DAM RESTAURANT

A review of the application of the **At the Damn Restaurant** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

After a delay of three and a half months in opening their new restaurant, the business suffered a loss of revenue, estimated to be \$21,000.00, from the reduced seating requirement.

The challenges of the pandemic continue today as they are still catching up on three months of lost revenue from the delayed opening and almost a year at 50% seating capacity. The cost of food has skyrocketed by approximately 20-30%, and the restaurant is often unable to buy necessary food or beverage products from food purveyors and restaurant stores as their stock is limited and changes from week to week. The food and beverage suppliers are struggling to get help, such as truck drivers to deliver the food and people to fill the orders. This all poses a challenge to their current inventory and pricing of the food that they serve.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/10/21

B&J AUTO TRANSPORT, LLC

A review of the application and subsequent correspondence with Jacqueline Olisky of **B&J Auto Transport, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

B&J Auto Transport is a small company that transports vehicles from dealerships to auctions, and from auctions to dealerships. Because of COVID economic disruptions, dealerships were not able to purchase the vehicles for transporting. Prior to the pandemic, they moved an average of one hundred cars per week. Since the start of the pandemic, that has dropped to an average of seventy per week.

Masks, gloves, hand sanitizers, cleaning wipes, and disinfectants have totaled approximately \$2,000.00.

Payroll and benefits costs to retain an employee totaled \$7,523.69

Ms. Olisky states, "As for our revenue impact the COVID emergency has cost us over 35% of our normal revenue up to this point. The answer to the question 'Has the COVID-19 health emergency affected our business by more than the \$10,000.00 grant,' would be yes."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/13/21

BACHER CORPORATION OF CONNECTICUT

A review of the application and subsequent correspondence with James Viggiano of Bacher Corporation of Connecticut informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Bacher Corporation sells grounds maintenance and vegetation control equipment in Connecticut, Massachusetts, and Rhode Island. Their main customer base is municipalities (schools, departments of public works, parks departments), state agencies, colleges, and other private entities. During the COVID-19 public health emergency, these garages and offices were closed to any person that was not an employee, and their outside sales team could not enter the customer's premises. All the trade shows that the company usually attended were cancelled. The result is loss of income as their sales team had not been able to call on customers is estimated at \$400,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

BAKE CRAFT & CREATE, LLC

A review of the application and subsequent correspondence and conversation with Mercedes Delano of Bake Craft & Create, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Bake Craft and Create, LLC is an educational space to teach cookie, cupcake, and cake decorating. They offer decorating and baking classes, as well as private and kids' birthday parties. They also specialize in cupcake bouquets. The studio can hold up to twenty-four students/kids or adults for events.

Ms. Delano opened the studio in December 2019. They started with holiday cookie classes and birthday parties. Their classes were full, and they had scheduled birthday parties from January to April. They also had scheduled decorating classes to March. The business closed from March of 2020 through November of 2020. At the time of the closing, Spring Workshop and Summer Camps had been scheduled.

Due to the COVID public health emergency, they had to cancel events and refund deposits. Birthday party losses are estimated at \$2,880.00; the Spring Vacation Workshop was expected to earn \$5,880.00, and the Summer Camp losses are approximately \$66,000.00. This excludes additional classes and events that would/may have been scheduled during the period of closure. Therefore, there is additional unknown funds loss due to COVID-19 public health emergency.

Rent was \$918.00 per month for six months, utilities were approximately \$600.00 per month, insurance for the six months of the closure was \$1,250.00

Since the re-opening of business, additional expenses have occurred such as personal protective equipment at approximately \$1,000.00 and protective plexiglass dividers for improved social distancing at approximately \$210.00. Therefore, the COVID-19 health emergency resulted in more than \$85,000.00 in losses directly.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/24/21

BAKER AND THE BREW COMPANY

A review of the application and subsequent correspondence with Patricia Alfarone and her accountant, Alexander Gazis, of Baker and Brew Company Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Comparing sales from 2019 and 2020, the business lost about \$49,000.00 of revenue.

The Baker and Brew Company expended about \$500.00 for additional phone lines because they could only serve takeout food for most of the year. Ms. Alaforone spent approximately \$6,000.00 remodeling the kitchen to adopt safer operating procedures. The business spent over \$3,000.00 to create a drive through delivery system to make it possible for customers to pick up their food with ease. The business had to buy plexiglass, extra phones, iPads, etc., to enable customers to place orders as they could not enter the restaurant.

Masks, and enhanced cleaning products cost the restaurant over \$3,000.00.

Wages were increased as staff demanded higher pay to compensate for their perceived increased risk. Fiscal Recovery Funds may be used to provide premium pay for essential workers such as workers at restaurants. The business had to compete with unemployment compensation payments to keep employees.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

BELVEDERE OF EAST WINDSOR, LLC

A review of the application and subsequent correspondence with Tadeusz Soltys and Piotr Okrasa of **Belvedere of East Windsor, LLC** informs that the business is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The store endured hardship during the public health emergency and reduced its hours, resulting in lost income, but it did not close. Mr. Soltys and Mr. Okrasa estimate "losses \$20,000 - \$30,000 due to decrease in traffic" directly related to the corona virus.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/10/21

BOYER CARPENTRY

A review of the application and subsequent correspondence with Steven Boyer of **Boyer Carpentry** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Boyer Carpentry is in the building and remodeling business.

Several jobs were modified, postponed, or canceled due to the COVID public health emergency. Mr. Boyer reports that the prices for lumber and building supplies increased between 25 to 50 percent.

The business earned \$245,000.00 in 2019. Using that year as a baseline, 2020 revenue dropped to \$175,000.00 and 2021 revenue to \$120,000.00.

Mr. Boyer estimates lost revenue at \$100,000.00 between April of 2020 and June of 2021.

There were no physical changes made. Mr. Boyer did observe social distancing and worked mainly outside and with less workers. He and his subcontractors were exposed to COVID-19 on five separate occasions. He quarantined at least four times and was not able to work for about two months.

He bought enhanced cleaning products and personal protective equipment for his staff and subcontractors. He purchased disposable masks, gloves, hand sanitizers, and cleaning wipes. The estimated cost was approximately \$450.00 per year.

Boyer Carpentry experienced a loss of about \$100,000.00 due to work loss and higher costs of building materials during the pandemic.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/21/21

BOYER PROPERTIES

A review of the application and subsequent correspondence with Steven Boyer of **Boyer Properties** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Mr. Boyer reports total rental losses of \$15,600.00 due to renters' reduced incomes, health problems, death in the family, and work reduction and relocation. The rent loss was comprised of \$700.00 per month for two units for six months, equaling \$8,400.00, and another unit at \$900.00 per month for eight months, which is an additional \$7,200.00.

No physical changes were made. He purchased masks, hand sanitizers, and Lysol wipes and spray monthly. Mr. Boyer also hired a professional cleaning company to clean shared indoor and outdoor areas. The business expended \$100.00 per week for fifty-two weeks, totaling to a cost of \$5,200.00. Personal protective equipment and cleaning products are estimated at \$100.00 per month for twelve months, which adds an additional \$1,200.00.

The pandemic negatively impacted Boyer Properties with an estimated loss of \$22,000.00 between April of 2020 and June of 2021.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/21/21

BROAD BROOK LIBRARY ASSOCIATION

A review of the application and subsequent correspondence with Paul Anderson of Broad Brook Library Association informs that the nonprofit has requested an East Windsor E.R.A.S.E. COVID-19 Grant. A review of the request suggests that the non-profit is eligible for a Grant in the amount of \$5,100.00.

Broad Brook Library was closed from April 1, 2020, to July 31, 2020. During that time, the library was unable to do fundraising opportunities and did not receive donations at the customary rate. As a result, Mr. Anderson estimates total lost revenue of \$2,560.00.

The library expended approximately \$500.00 on enhanced cleaning supplies and personal protective equipment.

Expense for utilities and insurance during the closure totaled \$1,967.74.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/31/21

BROAD BROOK PIZZA, LLC

A review of the application and subsequent correspondence with Robert Miner of **Broad Brook Pizza**, **LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Broad Brook Pizza opened during the COVID public health emergency, so most costs incurred were from enhanced cleaning products, personal protective equipment, and the renovations necessary for opening within the social distancing guidelines. They were not closed as a direct result of the pandemic.

As per the guidelines, they were required to hang plexiglass to enable social distancing in several places throughout the restaurant. The cost of doing so, including installation, hooks, plexiglass, and chains, was \$2,395.00. They also were required to spend more on cleaning products and gloves than in the past, with hand sanitizer and extra cleaning products cost upwards of \$2,500.00. Purchasing masks and gloves (PPE) for employees cost around \$3,400.00 beyond usual expenditures. They also have been using a laundry service for extra sanitation, which costs \$50.00 per week. They have employed extra employees to successfully run the business as a curbside and delivery business during the public health emergency as well.

Mr. Miner reports, "I would say that easily that costs resulting from or exacerbated by the COVID-19 public health emergency totaled \$10,000 or more for my business."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/31/21

BROOK HOLDINGS, LLC

A review of the application and subsequent correspondence with Khamphiou Phimvongsa of **Brook Holdings, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Total rental losses amounted to \$11,500.00, \$900.00 per month for five months, and \$700.00 per month for ten months.

The business hosts fundraisers (art and craft events) for non-profits. The business provides the space, supplies, and tutorial for these fundraisers. These fundraisers are requested by churches, schools, boy/girl scouts, and other non-profit organizations. The organizers received 50% of the raised amount. Currently, Brooks Holdings are not able or willing to host large events due to COVID-19 public health emergency.

The 2019 fundraiser revenue was \$7,500.00. The 2020 revenue dropped to \$1,250.00, for an approximate loss of \$6,000.00. The 2021 revenue is zero dollars, for an approximate loss of \$5,000.00.

The business has social distanced tables and chairs per the Centers for Disease Control's guidelines. They intend to change their business plan to work with smaller groups.

Enhanced cleaning products and personal protective equipment were purchased for subcontractors, renters, and some visitors. The business purchased additional disposable masks, hand sanitizers, Lysol wipes, and disinfectants. The 2020 purchases were \$450.00, and the 2021 purchases were \$250.00.

The COVID public health emergency negatively economically impacted Brook Holdings significantly. Mr. Phimvongsa estimates the total revenue loss for Brook Holdings from 2020 to July of 2021 between \$21,000.00 and \$25,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/23/21

CAROL JEAN'S HAIR SALON

A review of the application and subsequent correspondence with Michelle Tronsky of Carol Jean's Hair Salon informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Ms. Tronsky has been hairdressing in East Windsor for thirty-five years and is in her nineth year of operating her salon. She was closed by the Governor's Executive Order from the end of March 2020 until second week of June 2020.

When the salon was closed, Ms. Tronsky estimates a loss of at least \$15,000.00 of revenue. Rent and utilities added up to \$2,200.00 for the time she was closed. The business needed to clean everything that a client touched, including equipment. Disposable capes and chair covers were purchased at a cost of \$500.00. Masks were an additional \$200.00. The business purchased cleaning supplies estimated at \$2,000.00. Hand sanitizer was a big cost, as they used nearly \$500.00 worth. Tools will have to be replaced this year because the sanitizing sprays damage the motors; it will cost \$500.00 to replace them.

Ms. Tronsky reports, "I do feel that between closing down and the cost of cleaning and PPE cost also the cost of increase in my hair products that are used and loss of business because COVID I'm sure I lost over 10,000.00. People are still nervous of coming in I see the decline since I've been open. I'm lucky to be healthy have great clients and awesome family to get me through this. This grant would be such a huge help for not only me but my fellow small business applicants."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/30/21

CBUG'S RECORDS

A review of the application and subsequent correspondence with Christopher Bugbee of **CBUG'S Records** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Mr. Bugbee compared the period from March 22 through May 22 of 2020 to the same period in 2021 for gross sales. In estimating net sales, Mr. Bugbee used an average monthly purchase, which amounted to \$1805.00. His gross sales for this period in 2021 were \$11,392. His net sales totaled approximately \$7,800.00.

The business expended \$37.15 for disinfectant sprays and wipes. Rent totaled \$950.00. This brings the total to approximately \$8,800.00. Mr. Bugbee is asking for the full amount, as there has been a decline in in-person consumer shopping. Though there are a handful of other record stores in Connecticut and Southern Massachusetts, CBUG's greatest competition is eBay and other online shopping services. eBay sales dramatically increased from the time of CBUG's pandemic-related closure to the present. When Mr. Bugbee re-opened, sales were very slow. Most people seemed reluctant to go out unless necessary, and going out to buy records, when you can stay home and get them on the Internet, did not seem like a high priority.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/19/21

CHIPPING WITH CHARM

A review of the application and subsequent correspondence with Maria Carroll of **Chipping** with Charm informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$5,000.00.

Chipping With Charm is an antique shop located in the Vintage Shops. Ms. Carroll rents retail space at the Vintage Shops and storage space for the remaining inventory. The building was physically closed for three months, and quarantine restrictions added another three months of closure by preventing people from shopping while expenses were ongoing. Expenses include rent of \$245.00 per month for six months, totaling to \$1,470.00; Cube Smart (storage) at \$151.02 per month for six months, totaling to \$906.12; and Storage Sense at \$63.81 per month for six months, totaling to \$382.86. Combined, these expenses total to \$2,758.98 for during the closure.

Ms. Carrol estimates sales losses of approximately \$2,200.00 during the shop's six-month closure.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/21/21

CONNECTICUT ELECTRIC RAILWAY ASSOCIATION

A review of the application of the Connecticut Electric Railway Association dba The Connecticut Trolley Museum informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Connecticut Trolley Museum was closed from March 27, 2020, to June 20, 2020. When the museum did open, it was on a limited basis until December 30, 2020.

Admission tickets provide the non-profit with 75% of its revenue. The museum's revenue plummeted by \$246,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

CONSTITUTION CABLE PRODUCTS, INC.

A review of the application and subsequent correspondence with Paula Paradise of **Constitution Cable Products, Inc.** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Constitution Cable Products, Inc. is a small, woman owned business established in 1986 by Paula Paradise, who previously had fourteen years in wire and cable experience. They specialize in the distribution of Military Specification wire and cable, concentrating on Military Aerospace, General Aviation, and the Transit Industry. They are an authorized stocking distributor for General Cable, Judd Wire, Harbour, and Specialty Cable.

A document submitted by Ms. Paradise shows decreased revenue of \$2,866,362.00 in comparing the first six months of 2019 with the first six months of 2021.

Ms. Paradise stated, "The pandemic has had a substantial impact on our business and will continue until the airlines and other businesses that obtain our products become viable once again."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/27/21

COPYSHOPPE, LLC

A review of the application and subsequent correspondence with Mehmet Bilgen of **CopyShoppe, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Copyshoppe, Inc. has been in business in East Windsor since 1999 providing the Town with duplicating services. The business did not close but had reduction in revenue directly related to limited customer access due to government COVID mandates. Most of Copyshoppe's customers closed completely, the remaining customers/companies that remained open no longer required Copyshoppes's products as much as their pre-COVID public health emergency days.

Records submitted by Mr. Bilgen indicate a loss of revenue of over \$35,000.00 between 2019 and 2020.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

DAVID DINGESS FARMS

A review of the application and subsequent correspondence with Kirk Montstream of **David Dingess Farms** informs that the business has requested and is eligible to receive an East

Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The historical process for raising and harvesting tobacco requires a large crew of people working together near one another. With the COVID public health emergency, this process changed drastically. Their large crew was split up into small groups, which needed to move in a synchronized fashion; this increased costs to achieve the same goal. With such a change in the working conditions, operating costs rose in all aspects of the tobacco farming process. This was a challenging change in practice since they have been farming the same way since 1948.

These changes, brought about directly because of the COVID-19 public health emergency raised labor costs significantly. Between 2019 and 2020, the farm's documents show an increase of \$31,760.00 in increased labor costs. The farm strongly recommends that all workers get vaccinated. They have supplied porta pottles and fresh water for washing up frequently. According to Mr. Montstream, these measures seem to help but come at a direct out of pocket cost to the farm.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/23/21

DON'S AUTO CARE CENTER

A review of the application and subsequent correspondence with Donald Walker of Don's Auto Care Center, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Due to the COVID public health emergency, Don's Auto Care Center added the service of pick up and return of customer vehicles. The estimated cost for the additional service was \$14,760.00. They based this on forty-five minute per car at their hourly labor rate, and they calculated the car count as 50% of the total car count from March 21, 2020, to May 1, 2020.

The cost of the enhanced cleaning materials includes a Hydro Static Disinfecting Fogger at \$1,500.00 and a Thermal Scanner/Disinfecting station at \$450.00, for a total of \$1,950.00.

The remodeling of the interior space encompassed the customer waiting room and service writer areas. They removed walls, created an open area, separated the service writer's desks, and installed plexiglass panels to accommodate social distancing. The cost for this effort was \$33,000.00.

Lastly, the economic disruptions from the COVID-19 public health emergency resulted in lost revenue of \$70,016.00. This is calculated by comparing the revenue from March 21, 2020, through May 1, 2020, to March 21, 2021, through May 1, 2021.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

DRIVER'S DEPOT

A review of the application and subsequent correspondence and interview with William Hansen of **Driver's Depot** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Driver's Depot is a used car dealer located on South Main Street in East Windsor. The business was forced to close for three months during the COVID public health emergency. During that period of closure, rent totaled \$12,000.00, insurances cost \$2,400.00, and utilities expenses were \$900.00.

Mr. Hansen estimates losses to his business of \$50,000.00 to \$60.000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/13/21

EAST WINDSOR AMBULANCE ASSOCIATION, INC.

A review of the application and subsequent correspondence with Chief Thomas J. Clynch III of **East Windsor Ambulance Association, Inc.** Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

East Windsor Ambulance has had the responsibility to increase their service levels to meet the increased demand for medical responses. A third ambulance crew was added every day from 08:00 to 22:00 to meet the added demand. This is in effect indefinitely. They responded to 3,025 emergencies in 2019 and 3,281 in 2020. Their payroll during 2020 was \$701,894.46 compared to \$617,882.41 in 2019, which is a difference of \$84,012.05 or 13.6%. As of August 18, 2021, they have responded to 2,567 emergencies in 2021 compared to 1,946 at this time in 2020.

The added call volume has led to an increase in all expenses including payroll, supplies, and capital improvements. It has meant their pay rates for all employees has had to rise in recognition of the hazards being experienced by their staff.

The cost of unreimbursed oxygen delivery supplies for 2020 was \$8,638.01 compared to 2019 \$3,587.05, a difference of \$5,050.96 or 140%. The cost of unreimbursed personal protective equipment in 2020 was \$2,627.00 compared to 2019 \$1,488.20, a difference of 1,138.80 or 76.5%. While the federal and state government did provide a large amount of personal protective equipment, it often was untimely, or unusable. Not all sizes were made available for some equipment.

When asked if the harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency cost \$10,000.00 or more to your Association, the Chief responded, "The answer based on the information provided above is clearly yes...".

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/18/21

EAST WINDSOR ATHLETIC CLUB, INC.

A review of the application of the East Windsor Athletic Club, Inc. informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$9,000.00.

The East Windsor Athletic Club holds an annual fundraising event to support scholarships for graduating East Windsor High School students and various projects identified by their membership that benefit the residents of East Windsor. The event was not held during the pandemic period in 2020. The event has historically generated approximately \$9,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

EAST WINDSOR HIGH SCHOOL BOOSTER CLUB

A review of the application and subsequent correspondence with Kristin Blume of the East Windsor High School Booster Club Informs that the nonprofit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The COVID public health emergency resulted in school closure beginning on March 13, 2020. Throughout the 2020-2021 school year, the EWHS Booster Club was unable to function in the manner that was intended and became a remote organization.

The EWHS Booster Club has historically raised funds to provide multiple student scholarships, fund fees for co-op athletic team participation, provide a homecoming experience for all high school students (rent lights, host two-night soccer games, host powder puff football, host a homecoming dance), and provide a safe post-graduation experience for all graduating seniors. During the last year and a half, all the traditional fundraising in the community that they would have done was shut down. The total amount that was lost in fundraising according to Ms. Blume was \$19,800.00.

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/23/21

EAST WINDSOR HISTORICAL SOCIETY, INC.

A review of the application and subsequent correspondence with Ava Paterwic Thomas of the **East Windsor Historical Society** informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

The society was formed in 1965 in anticipation of the 1968 bicentennial of the incorporation of East Windsor. Its formation was primarily due to the efforts of its founding president L. Elisworth Stoughton and the support of many members of the community. The purposes of the East Windsor Historical Society are to discover, procure, and preserve whatever may relate to the civil, ecclesiastical, and natural history of the Town of East Windsor in particular, and to the state of Connecticut in general. Its aim is also to collect, preserve, and publish historical and biographical material relating to East Windsor and its five villages: Broad Brook, Melrose, Scantic, Warehouse Point, and Windsorville.

The Historical Society was closed from March of 2020 to May of 2021 because of the COVID public health emergency. Ms. Patewic Thomas outlined that donations decreased by \$3,432.52 from 2019 to 2020, book sales by \$658.00, and dues by \$655.00. In addition, for the nine months in 2020 that the Society was closed, utilities cost the non-profit approximately \$6,068.00 and insurance approximately \$2,377.00. Utilities for the three months in 2021 that the Society was closed totaled approximately \$2,400.00 and insurance \$4,762.00. The East Windsor Historical Society did not have their ice Cream Socials for 2020 or 2021, which in the past has been a fundralser for them.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/7/21

EAST WINDSOR LIONS CLUB, INC.

A review of the application and subsequent correspondence with Barbara Sherman of **The East Windsor Lion's Club** informs that the nonprofit has requested an East Windsor E.R.A.S.E. COVID-19 Grant. A review of the request suggests that the Club is eligible for a Grant in the amount of **\$2,600.00**.

The Club was unable to hold their annual fundraising roast beef dinner events in 2020 and 2021 which were expected to raise between \$2,400.00 and \$2,600.00.

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/23/21

EAST WINDSOR PARENT-TEACHER ORGANIZATION

A review of the application of the East Windsor Parent-Teacher Organization (PTO) informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The East Windsor PTO is a non-profit organization that serves both the Broad Brook Elementary School and the East Windsor Middle School.

The PTO relies on fundraisers for income throughout the year.

Using 2018-2019 financials for comparison (their last "normal year" of operation), the PTO would estimate that they lost \$5,000.00 in fundraisers and events income in the spring of 2020, and \$13,000.00 for the entire 2020-2021 school year. This would come to a total of around \$18,000.00 of lost income from March 2020-July 2021, significantly more than a \$10,000.00 negative impact on their organization due to the COVID-19 public health emergency.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/17/21

EAST WINDSOR ROTARY CLUB

A review of the application and subsequent correspondence with Denise Menard of the East Windsor Rotary Club informs that the nonprofit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

During the past year, impacted organizations like the Rotary Club have been restricted in their ability to raise funds. Ms. Menard estimates, using historical references, a loss of \$4,400.00 in fundraising.

During the period that the Rotary Club could not meet, Ms. Menard estimates a loss of approximately \$1,100.00 in revenue. The cancellation of the annual winetasting fundralser cost the Club approximately \$3,300.00 in lost income.

The Rotary Club purchased and distributed individual packages of hand sanitizers, face masks, disinfecting wipes, etc. and distributed them to various groups in town at a cost of approximately \$1,900.00.

The Club also paid for food and in one instance elderly fuel assistance at a cost of approximately \$900.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

EAST WINDSOR SCOUT HALL BUILDING COMMITTEE, INC.

A review of the application and subsequent conversation with Nancy Masters of the East Windsor Scout Hall Building Committee informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The organization lost \$75,000.00 in income in the past eighteen months. Their expenses per year are approximately \$50,000.00 when they are open, and expenses are normally paid out of their rental fees. The rentals are how they support keeping the building open for youth groups, which is their mission. Before the pandemic, they could usually accommodate sixteen to eighteen East Windsor youth groups. Some meet weekly, others meet every other week because they do not have enough space for them to meet on a weekly basis. Since the pandemic their expenses have been less, (they do not need weekly cleanings) But, prepandemic, during the summer, they would clean twice a week because a town summer camp meets Monday through Friday on all their property.

Their electric and gas bills have been less because they have turned down the heat and air conditioning. However, since they are considered a commercial building, they still must pay delivery charges. For this past month, the delivery charge for electricity was \$272.80, and supply charge was \$0 (they have solar panels). Their gas and electric bills for January were \$1,006 because they needed to keep a building heated. They still need to pay for all their insurances which amounted to over \$8,000. In 2020, their expenses were approximately \$22,500.00.

They have not made any physical changes to their buildings to accommodate social distancing. They stayed closed.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/29/21

EASTERN SERVICES & CAMP SIMON, LLC

A review of the application and subsequent correspondence with Maly Phimvongsa of Eastern Services & Camp Simon, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Eastern Services & Camp Simon was closed under the Governor's Executive Order for an extended period and as a result experienced a significant loss between April 2020 and June 2021 in their East Windsor office.

The business suffered a revenue loss of \$75,000.00 from June 2020 through December 2020, and from January 2021 to June 2021, they suffered a revenue loss of \$95,000.00, totaling to a loss of \$170,000.00 for both periods.

The rent, insurance, and utilities were \$1,025.00 per month for twelve months, totaling to \$12,300.00.

Eastern Services & Camp Simon consumed over \$25,000.00 from an SBA loan to buy fabric, elastics, sewing machines, cutting tools, and other materials to make masks in 2020. Ms. Phimvongsa's family donated handmade masks to St. Francis Hospital, Hartford Hospital, The Children's Center, nursing homes, shelters, and other high-risk populations. They also bought bulk hand sanitizers and contracted a manufacturer to make masks for first responders and the Navajo Nations throughout the Midwest.

Eastern Services & Camp Simon experienced a revenue loss estimated at \$180,000.00 during their shutdown period.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/21/21

ECO TITANS, INC.

A review of the application and subsequent correspondence with Joel Gietler of **Eco Titans**, **Inc.** Informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Eco Titans produces emergency relief shelters, other recycled landscape projects, including benches, faux rock covers, and waterfalls. Products are currently sold at a popular local market. The Town of East Windsor purchased benches for its water park.

The non-profit closed under the Governor's Executive Order from March 23 through May 20, 2021. Fundraising, marketing, community outreach, and product sales were significantly negatively impacted.

They were not able to hold any social gatherings, attend local fairs/markets, or relevant trade shows as events were cancelled. Product sales were minimized due to the significant economic downturn directly related to the public health emergency.

Mr. Gietler estimates the lost opportunities for fundraising total approximately \$20,000.00. Trade shows at the Hartford Convention Center and the Mohegan Sun were cancelled. A conservative estimate of business that would have been generated at those two events is \$50,000.00. Rent and utilities during the closure period totaled \$1,360.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

FAHRENHEIT MECHANICAL SERVICES, INC.

A review of the application and subsequent correspondence with Debra M. Rioux-Barrepski of **Fahrenheit Mechanical Services, Inc.** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

There was a 45% loss of sales during the peak COVID months as businesses and properties were shut down. For comparison purposes, the business used the same dates of April, May, and June 2019/2020. The drop in sales for those periods from one year to another was \$873,359.00, and the net income for those periods in 2019 was \$161,000. In 2020, they had a net loss of \$17,258.00 for those same months.

Their initial outlay for personal protective equipment was approximately \$2,500.00 for gloves, masks, and sanitizers for each of their technicians, their service vans, and their office. The continuous monthly outlay is approximately \$250.00.

They had no significant physical plant changes. Ms. Rioux-Barrepski wrote, "...The above mentioned is much more than \$10,000 in injury suffered to the Company."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

FIRST CONGREGATIONAL CHURCH OF EAST WINDSOR

A review of the application and subsequent conversation and correspondence with Jonathan O'Brien of The First Congregational Church of East Windsor Informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

As a result of the COVID public health emergency, the Church stopped holding in-person services from March 22, 2020, to September 6, 2020. Because they did not have a live congregation, they experienced a reduction in loose collections, which are taken weekly during the service. A comparison from 2019 to 2020 show a reduction of approximately \$1,000.00.

Overhead expenses during their twenty-five week shut-down amounted to an outlay of \$485.00 for workers' compensation insurance, \$5,900.00 for business insurance expenses, and \$3,020.00 for electricity, telephone, and internet services. Charges for cleaning and disinfection following their shut-down were \$720.00. These outlined expenses cost a total of \$10,125.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/27/21

FOUR ANGELS, INC.

A review of the application and subsequent correspondence with Miguel Mendoza of Four Angels, Inc. informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Four Angels was closed under the Governor's Executive Order for two months. According to Mr. Mendoza's accountant, Alexander Gazis, records indicate from sales in 2019 and 2020 that the business lost about \$105,000.00 of revenue.

Mr. Mendoza indicated that he needed outside seating to serve food during the COVID public health emergency. He installed a patio that cost the business \$6,424.00. Four Angels has expended \$4,970.00 on personal protective equipment and \$3,300.00 on enhanced cleaning supplies.

Supplies to enable greater social distancing (cones, signs, paper menus, etc.) cost Four Angels an additional \$4,050.00.

Mr. Mendoza's accountant, Mr. Gazis stated, "Therefore...Four Angels Incorporated...lost well over \$10,000 due to COVID. The grant would be helpful...to help pay for additional COVID related expenses and recuperate some losses."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

FUNKY FINDS BOUTIQUE, LLC

A review of the application and subsequent correspondence with Amy Azzara of Funky Finds Boutique, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Funky Finds Boutique was forced to delay their opening from February to May because of the COVID- 19 public health emergency. Income during this three-month timespan was expected to be approximately \$10,500.00. Additional lost opportunity costs totaled between \$30,000.00 - \$40,000.00.

Expenses for enhanced cleaning products cost the business close to \$600.00.

Business utilities and rent for the store during the period the store was not open were \$4,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/30/21

GARY'S CONNECTICUT LAWN CARE, LLC

A review of the application and subsequent correspondence with Gary Moreno of Gary's Connecticut Lawn Care informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business was closed for two weeks because of COVID restrictions. Rent, insurances, and utilities expenses amounted to \$800.00 during that period.

To achieve greater social distancing, the business needed to add more trucks on the road to keep employees separated from one another. Approximately \$80.00 per truck for three extra trucks per week for fourteen months amounted to \$13,440.00 in extra expenses due to the COVID public health emergency.

Gary's Connecticut Lawn Care had to purchase sanitizing cleaner, gloves, and cleaning solutions to keep the trucks clean as well as paper towels when they were available for a cost of \$1,370.00

COVID supply chain disruptions amounted to \$300,00 in added costs to the business. Personal Protective Equipment expenses totaled \$480.00.

Mr. Moreno estimates loss of income to be \$7,200.00 because of COVID-related issues (loss of customers, etc.).

When his employees were laid off as a direct result of the COVID public health emergency, unemployment compensation provided more income than their weekly pay working for Gary's Connecticut Lawn Care, LLC. Now to get employees to come back to work there will need to be a wage adjustment resulting in higher hourly wages to make it advantageous to work verses unemployment compensation for them. Mr. Moreno pledges to use 90% of his grant to rehire workers.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 10/11/21

GLAMOROUS NAILS & SPA

A review of the application, visit and subsequent correspondence with Ms. Hanh B. Nguyen of **Glamourous Nails & Spa** Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Glamorous Nails & Spa was closed by the state from March 16 through July 31, 2020. Rent during that period cost the business \$3,600.00; utilities costed \$1,090.00, and personal protective equipment costed \$2,000.00. Included in the PPE were plexiglass protective barriers for all stations, hand sanitizer, sanitizer for the equipment, disposable gloves, face shields, and disposable masks. The business estimates a loss of revenue during the closure at \$18,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

GOLDEN DOG GROOMING COMPANY

A review of the application and subsequent correspondence with Sarah Christie of Golden Dog Grooming Company informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Golden Dog Grooming Company struggled from November 2020 to May 1st, 2021, with the average monthly income being \$3,166.00. Once the state of Connecticut lifted the COVID-19 emergency restrictions in May 2021, their average monthly income went up to \$7,002.00. In other words, the business experienced an average increase of \$3,836.00 once the state lifted the COVID restrictions. This calculates to a loss of approximately \$11,500.00 loss directly related to the negative economic impacts of the COVID public health emergency.

They did spend extra money on masks, gloves, and hand sanitizer to keep their employees and clients safe. The cost of personal protective equipment over the past nine months was approximately \$200.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

GOLDEN IRENE'S RESTAURANT

A review of the application and subsequent correspondence with George Akkouris of **Golden Irene's Restaurant** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

From March 17, 2020, through May 10, 2021, the dining room, patio, and bar seating at the restaurant were closed. Mr. Akkouris estimates lost revenue at \$250,000.00.

Physical plant changes for social distancing purposes were required and plexiglass dividers were purchased and installed at a cost of \$3,000.00.

The business purchased twenty-five cases of protective gloves at \$135.00 per case, in addition to the gloves normally purchased at a cost of \$3,375.00 They also purchased five cases of sanitizer and automatic dispensers for \$1,000.00, and cases of masks at \$2,500.00.

Due to the COVID public health emergency, the business has found it very difficult to find the employees to open their restaurant at pre-COVID hours. They limited the hours they open because they can only staff for approximately half of their pre-COVID hours. Grant money received would assist them in advertising their open positions and properly staff their business to open at full hours.

Finally, due to enduring break-ins during the COVID public health emergency, they learned that their security system was outdated and inadequate and needs to be addressed. It is estimated to cost \$7,000.00 to bring their security system up to date.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/24/21

GOOD MORNINGS RESTAURANT, LLC

A review of the application and subsequent correspondence with Bonnie Emmons of **Good Mornings Restaurant** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

The loss in income on St. Patrick's Day when the business closed under the Governor's Executive Order was \$159.20 for dinners that were never picked up. Additionally, there was approximately \$3,000.00 worth of food that was disposed of because they were closing for an unknown amount of time. Ms. Emmons estimates lost income due to the COVID public health emergency to be \$68,139.00; this loss was calculated by multiplying their average income per day (\$678.00) by the number of days that they were closed (100.5 days).

Physical plant changes to enable greater social distancing required remodeling for a second room, including the installation of a door opening from room to room that amounted to \$2,100.00. Utilities doubled with the rearrangement. The approximate cost of enhanced cleaning cost them about \$100.00 a month (12 months x \$1,200.00). The cost to update their website to include a touchless menu QR Code was \$192.00

Ms. Emmons stated, "The negative impact of the public health emergency cost our business well over \$10,000.00."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

GREATER WINDSOR EDUCATOR'S AGENCY

A review of the application and subsequent correspondence with David Mosher of the Greater Windsor Educator's Agency informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Greater Windsor Educator's Agency is affiliated with the Horace Mann Insurance Company. They are the nation's largest multiline insurance company focusing on the insurance and financial needs of educators. They provide auto, home, and life insurance, as well as retirement annuities.

Their office was closed from April 1, 2020, through March 2021 due to the COVID public health emergency. During this period, the business paid \$6,900.00 for rent, \$4,827.00 for insurances, and \$923.59 in utilities. Additional enhanced cleaning supplies totaled approximately \$250.00. No measures for social distancing were required. Mr. Mosher estimated that the loss of income is \$46,849.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/7/21

HANDS ON THERAPEUTIC MASSAGE, LLC

A review of the application and subsequent correspondence with Jaime Lee Johnson of Hands On Therapeutic Massage, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business was mandated to close from March15, 2020 to July 7, 20202 and did not run at full capacity until April 19, 2021. There was no income for four months.

The business incurred costs for physical plant changes to enable social distancing and purchased new equipment and supplies for enhanced cleaning efforts.

Applicant states that the total loss from the above "...was north of \$20,000.00."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/22/21

HARKEN'S MARKET

A review of the application and subsequent correspondence with Emily Parante of Harken's Market informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Harken's Market has served residents of East Windsor for more than fifty years. They have remained in business during this difficult time. The market invested in masks that were provided to employees and customers at no cost, shields for their registers, and cleaning and disinfectants that totaled approximately \$1,000.00. These costs are ongoing.

The business gave employees extended time off when they had been exposed to COVID-19 and needed to quarantine at the total cost of \$1,308.00.

The economic disruptions caused by the public health emergency have led to products being unavailable to the market resulting in a loss of sales and high prices, due to supply and demand issues, this has cost Harken's Market approximately \$5,000.00.

The business intends to update their website, increase their social media visibility, and change their business model due to loss of foot traffic associated with the pandemic. This will require an investment of approximately \$2,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

HARTFORD TONER & CARTRIDGE, INC.

A review of the application and subsequent correspondence with Catherine J. Collins of Hartford Toner & Cartridge, Inc. informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Revenues from March 2019 to February 2020 were approximately \$315,050. Revenues from March 2020 to February 2021 were approximately \$151,956, meaning that revenues decreased \$163,094 due to the COVID-19 public health emergency.

When COVID-19 restrictions started the week of March 16, 2020, Hartford Toner resided in a commercial building that Ms. Collins owned personally. The building was sold on May 29, 2020. The building had been up for sale since April 2017. The plan was to rent space in Hartford. Due to COVID-19, Ms. Collins brought the business to where she lives in East Windsor.

The technicians that Ms. Collins uses are sub-contractors. Technicians were not allowed onsite with customers until late June, so service work was not performed from March 16, 2020 through June 2020.

Supply chain disruptions have hurt the ability for new toners on the market to be manufactured in a compatible format. Compatible toners are 75% of her business. There are a few printer models that have been around since the end of 2019 that are extremely popular with their customer base. The compatible toners for these printers were slated to be available in the third quarter of 2020. They are still not available, and there is no estimated time of arrival. The customer's only option is to buy genuine toner, which major companies such as Staples and WB Mason also sell for a much lower price than Hartford Toner & Cartridge Inc. due to their buying power. Hartford Toner & Cartridge Inc. is losing business because compatibles are not available for popular printers.

Ms. Collins stated, "The economic disruptions resulting from COVID-19 totaled more than \$10,000."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/17/21

HERB HOLDEN TRUCKING, INC.

A review of the application and subsequent correspondence with Herb Holden, Jr. of Herb Holden Trucking, Inc. informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

There is a life cycle to a construction project that typically takes two years to execute from start to finish which includes engineering the initial concept, identifying environmental concerns at the state level, engineering traffic patterns, seeking approvals from town commissions, bidding out the project to construction companies to build, establishing a schedule of work, and accounting for seasonal weather. As a company that provides services to the construction industry, Herb Holden Trucking saw a massive decline in available work from state and local municipalities as well as from private projects during those first few months of the pandemic. Their fourth quarter sales of April/May/June were down over \$350,000.00 when compared to the same time frame from 2019. Additionally, their July/August/September sales for 2020 were down over \$180,000.00 when compared to the same quarter in 2019. The disruption to the construction cycle continues as so many projects were delayed, postponed, or cancelled.

Herb Holden Trucking spent \$1,500.00 on cleaning supplies, cleaning services, and protective devices. Managing the lost labor either due to reduced office time or quarantining cost many thousands more.

Supply chain issues continue to have major delays as many businesses are struggling to hire enough help to carry on their businesses. Many parts manufacturers went straight into layoffs at the onset of the pandemic, which has left companies like Herb Holden Trucking struggling to find enough repair parts in the market. Parts that used to be on shelves are now six to eight weeks out.

Truck drivers are in extremely high demand in all facets of hauling, making it hard for shipments to get to distributors. This driver shortage has forced the company to increase wages drastically (\$4-5/hour increases) even though sales have not fully returned; otherwise, they will lose their employees to other hauling companies. The company's ongoing projects were also delayed for months, and new projects were not coming to the market. They also had to manage a limited workforce and work with other businesses who were dealing with similar issues that delayed the delivery of their own goods and services due to the pandemic. Town and state governments were also not investing into their own infrastructure, which greatly impacted this business.

Mr. Holden stated, "...we suffered huge losses exceeding this \$10,000 grant."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

IN N' OUT CONVENIENCE, LLC

A review of the application and subsequent correspondence with Asifa Ali of In n' Out Convenience, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Ms. All said thankfully the store was able to remain open during COVID public health emergency, as they are an essential business. To follow regulations, the business needed to change coffee sales to be full service instead of self-service, which increased payroll. They spent \$500.00 on enhanced cleaning products and sanitizing the facility throughout each day. They lost sales because no one was travelling. Overall, she estimates inside sales losses and sales at their deli totaling more than \$30,000.00 due to the COVID public health emergency.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

JAYDEN NICOLE ENTERPRISE

A review of the application and subsequent correspondence with Maria Giraud of Jayden Nicole Enterprise informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business was forced to close due to the COVID public health emergency on March 13, 2020 and reopened on June 7, 2021. Two entire bridal, prom, wedding, and event season's revenue was lost.

Ms. Giraud estimates the negative economic impact estimated at \$118,000.00. Rent was \$1,200.00 per month. Utilities were estimated at \$440.00 per month.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/30/21

JND LANDSCAPING, LLC

A review of the application and subsequent correspondence with Joe Masciovecchio of JND Landscaping, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

JND Landscaping lost three projects for a total project value of \$32,000.00 because of customers cancelling due to the economic uncertainty caused by the public health emergency. In addition, business that was historically generated at home shows and large events like the Big E, was lost when those events were all cancelled. The business typically generated approximately \$150,000.00 in revenue from each of the home shows.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

JP NORTON CONSTRUCTION, LLC

A review of the application and subsequent correspondence with Justin Norton of JP Norton Construction informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

JP Norton Construction is an excavation and construction landscape business heavily reliant on seasonal work. COV(D hit in March, immediately having a huge negative economic impact on the business. Many customers cancelled scheduled work. The work that was available was limited by the unavailability of materials, as those manufacturers were shut down. In addition, because of supply and demand, material prices increased, further diminishing profit on what jobs were available.

Business and operating expenses are ongoing, and almost all Mr. Norton's life savings have been used to remain open.

The applicant stated, "The value of the amount of work that was canceled due to my customers not working due to COVID was absolutely more than \$10,000.00."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/22/21

J'S SALON, LLC

A review of the application and subsequent correspondence with Jaimle Jimenez of J's Salon, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00

The business was forced to close per the Governor's Executive order on March 18, 2020, and reopened on June 1, 2020.

The shop had to clean and disinfect everything for each client, such as chairs, clippers, clipper guards, scissors, combs, doorknob, etc... Personal Protective Equipment (PPE) was costly due to being in huge demand.

Expenses from April and May on cleaning supplies, masks, disposable capes, signage, touchless sanitizers, etc. totaled \$3,485.61

Rent for April and May when closed was \$1,000.00.

Utilities for those months totaled \$471.51.

The lost estimated income during April and May, using the previous year as a guide would have been \$7,656.00.

Tools and new mats that suffered from the corrosive enhanced cleaners used need to be replaced along with a dryer chair and are estimated at around \$1,200.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/29/21

K. SIMON SERVICES, LLC

A review of the application and subsequent correspondence with La Morneault of K. Simon Services, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

K. Simon Services was closed from April 2020 to July 2021. The COVID-19 public health emergency significantly impacted the business. The recreational program and afterschool services suffered a loss of revenue of 70%.

The expenses for an abbreviated period of their shutdown (twelve months) show rent at \$900.00 per month and utilities at \$800.00 per month, for a total of \$20,400.00

Lost revenue from paint nights, kids' groups, and yoga totaled to \$70,000.00.

Personal protective equipment, cleaning, disposable art supplies, and plexiglass for social distancing purposes totaled approximately \$2,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

KHAMP CONSTRUCTION

A review of the application and subsequent correspondence with Khamphiou Phimvongsa of Khamp Construction informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Khamp Construction is a small remodeling company. As a result of the COVID public health emergency, several jobs were cancelled or postponed.

Mr. Phimvongsa estimates revenue losses between \$250,000.00 to \$300,000.00 for 2020 and 2021 per year. Khamp Construction reports 2019 revenue at \$704,248.00, 2020 revenue at \$455,071.00, and 2021 revenue at \$215,000.00 as of July 2021.

There are no physical structural changes for Khamp Construction reported. Mr. Phimvongsa maintained Centers for Disease Control social distancing protocols. He used a smaller group of subcontractors or staggered the work schedule to reduce physical contact between workers. Projects moved at a slower pace due to limited workers being available.

Mr. Phimvongsa bought enhanced cleaning products and personal protective equipment for the subcontractors, staff, and workers. These were mainly cloth masks, disposal masks, gloves, face shields, hand sanitizers, and cleaning wipes. For 2020, Khamp Construction estimates the cost to be approximately \$500.00, and for 2021 \$250.00.

The COVID public health emergency negatively impacted Khamp Construction significantly at a loss of over \$200,000.00 per year in 2020 and 2021.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/23/21

KTI, INC.

A review of the application and subsequent correspondence with Howard Orr of KTI, Inc. informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Since 1966, KTI, Inc. has earned a reputation of being a leader in the Electron Beam welding field. They have broad experience Electron Beam welding a variety of machined parts. The company serves the Aerospace, Military, Machine Shops, Oil, and Gas markets. In the Aerospace market, their service includes FAA overhaul and repair of jet engine components, gas and steam turbine components, gear industry sensors, medical components, and electronics.

The company rearranged their kitchen facility to accommodate three employees maximum as a safer operating procedure, and they purchased three picnic tables for outside use during favorable weather to promote social distancing. The cost for this was \$2,800.00.

One employee was assigned the task of taking temperatures and recorded the answers to questionnaires that were filled out by employees every day for two hundred fifty days. The expenditure for this was approximately \$8,500.00.

Enhanced cleaning products, hand sanitizers, gloves, and face coverings were estimated at \$2,600.00.

Loss of Income to their company was more than \$570,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/9/21

LA NOTTE WEDDINGS & BANQUETS

A review of the application and subsequent correspondence with Savas Karagiannis of La Notte Weddings & Banquets informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

They are a local, family-owned business that has been drastically impacted throughout the course of the pandemic. Due to restrictions, they were shut down for much of 2020 and forced to operate at a limited capacity, which significantly affected their earning potential.

Mr. Karagiannis reports expenditures between \$200.00 to \$400.00 per week in cleaning supplies and personal protective equipment, such as masks, gloves, sanitizer, chlorines, towels, disinfectants, and other supplies. In addition, they had additional payroll expenditures of \$400.00 to \$600.00 for cleaning.

Mr. Karagiannis reports loss of business throughout the pandemic at approximately about \$200,000.00.

Increased food costs and payroll have been putting stress on the industry as well.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/16/21

LEROY HOSPITALITY, INC. / COMFORT INN

A review of the application of the **Leroy Hospitality**, **Inc.** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

The Interim final rule recognizes that certain industries, such as tourism, travel, and hospitality, were disproportionately and negatively impacted by the COVID—19 public health emergency. Ald provided to tourism, travel, and hospitality industries should respond to the negative economic impacts of the pandemic on those and similarly impacted industries.

Naresh Patel reports that there was a decline in revenue of \$644,920.00, comparing 2019 with 2020.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

LIEDERTAFEL SINGING SOCIETY, INC.

A review of the application and subsequent correspondence with John Madigan of **Liedertafel Singing Society, Inc.** informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Liedertafel Singing Society, Inc. was established in 1896. It may be more commonly known as the German Club located at 75 Depot Street in Broad Brook. It is a social club and typically operates Monday through Sunday, 364 days a year.

During the period that they had to close due to COVID-19 from March 16 through September 24, 2020, they experienced a net loss of \$33,316.00.

During the period of September 24 through November 30, 2020, they had decreased business but we able to hold their own financially.

They had a net operating loss of \$9,249.00 from the period of December 1, 2020, through January 12, 2021.

In January, they cleaned their club completely, installed plexiglass barriers, and set up social distancing, a hand washing station, and one way traffic patterns for their patrons at an expense of approximately \$3,200.00.

Since then, they have been open and operating at approximately 75% of their pre-COVID business.

The German Club estimates a total loss of \$42,565.00 to date because of the COVID public health emergency.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/27/21

LINGERING HILLS STABLE, LLC

A review of the application and subsequent correspondence with Scott Neidlinger of Lingering Hills Stable, LLC Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business's gross revenue went from \$589,206.00 in 2019 down to \$484,546.00 in 2020. That is approximately \$105,000.00. The decrease was split evenly between lessons and horse show revenue. In the three months of shutdown, they lost \$25,000.00 in lesson revenue alone. That loss does not include horse shows, which were all cancelled. They had to offset these losses by not hiring back employees after their PPP loan funds were expended. Horse shows have started back up, and although the business is slowly building that aspect back up, the lesson program reduction will be felt for many years. They estimate that lesson revenue will be down approximately \$30,000.00 to 35,000.00 this year, compared to 2019.

Pre-COVID, they had over one hundred students in the program. On average, they gave between 220 to 250 lessons a month at \$35.00 each, which brought them approximately \$8,500.00 a month. As of now, they have under fifty students in the program, and they give approximately one hundred lessons a month, which brings in only \$3,650.00. With COVID regulations, they could only give one lesson at a time, and they could not give group lessons. They also had to space out the students, so they dld not overlap being at their farm. There was not enough time in the day to do all the lessons that they previously did, and kids either moved on or gave up riding.

As all businesses did, they had to make some changes to their farm. They split the indoor and outdoor ring in two using temporary fencing. They also purchased large amounts of hand sanitizer, and they made their own Clorox solution to disinfect doorknobs, latches, and other high traffic areas. They also had to disinfect equipment used for lessons in between rides, which further delayed how many lessons they could schedule in a day. These expenses cost them roughly \$2,500.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

MAAME GOLD

A review of the application and subsequent correspondence with Irene Sarkodle of **Maame Gold** Informs that the business has requested and is eligible to receive an East Windsor
E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Maame Gold's revenue declined from \$14,000.00 in 2019 to \$0 in 2020. Prior to the COVID public health emergency in 2019, Ms. Sarkodie's suppliers were predominantly based in China. However, due to the supply chain disruptions resulting from the public health emergency, Ms. Sarkodie now is forced to purchase some (if not all) of her products from the United States, Mexico, and Canada but at a higher cost. Ms. Sarkodie says the cost is usually cheaper when you buy from China.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/31/21

MAIN STREET GRILLE

A review of the application of **Main Street Grille** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

When the State of Connecticut imposed a ban on Indoor dining, Main Street Grille lost half of their sales. The restaurant stayed open, and most of the employees were kept on the payroll. Mr. Warasat points out that compounding difficulties of declining revenue with increased costs related to the virus have caused a negative financial impact on his business. Mr. Warasat has shown a loss of more than \$35,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/10/21

MARK'S TAVERN

A review of the application and subsequent correspondence with Mark Dion of Mark's Tavern Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Mark's Tavern was unable to open for six months. Overhead expenses during that period were \$475.00 per week for a total of \$12,350.00. The business was forced to close for a two-week quarantine period. Losses during those two weeks were approximately \$4,500.00 in sales, \$950.00 in overhead, \$1,500.00 in payroll, and \$200.00 in discarded food.

To encourage social distancing, the restaurant provided inside and outside service. To maintain social distancing, plexiglass and folding dividers were installed inside, and wooded half walls were created at the front entrance. Materials cost approximately \$1,175.00. Outside, a dining area was created to encourage social distancing for a total of \$2,700.00.

Mr. Dion estimates that total costs to remain in business and follow the rules have resulted \$23,875.00 in added expenses, and he estimates \$8,000.00 in lost sales.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

MASH MART, LLC

A review of the application and subsequent correspondence with Asifa Ali of Mash Mart, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Ms. Ali said thankfully the store was able to remain open during COVID public health emergency, as they are an essential business. To follow regulations the business needed to change coffee sales to be full service instead of self-service, which increased payroll. They spent \$500.00 on enhanced cleaning products and sanitizing the facility which throughout each day. They lost sales, because no one was travelling and overall, she estimates sales losses totaling more than \$41,000.00 due to the COVID public health emergency.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

NEW CONCEPTS TRANSPORT, LLC

A review of the application and subsequent correspondence with Andrew Olisky of **New Concepts Transport, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Mr. Olisky wrote that the automotive-semiconductor (chip) shortage has caused a drop in production of new cars causing the used car market to skyrocket, making cars that were previously leased then sold on the secondary market almost nonexistent. The chip shortage is a direct result of the COVID public health emergency, which increased demand for personal electronics such as cell phones and laptops that the chips are used in, to the point where production could not keep pace with demand. This has caused an almost fifty percent drop in income for his small business, as he is in the automobile and powersport transportation industry.

Mr. Olisky estimates that from 2018 to 2020 he has had nearly a \$100,000.00 decline in income. He estimates the business spent \$1,000.00 for personal protective equipment over the last two years.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

NIFTY LAUNDERETTE, LLC

A review of the application and subsequent correspondence with Mary Espinosa of Nifty Launderette, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

"Nifty Launderette" has been a small business in East Windsor since 1974. They are open twenty-four hours a day seven days a week. The business serves as an essential service to a diverse community.

The business was required to upgrade prevention and mitigation tactics to adopt safer operating procedures and physical plant changes to enable social distancing and enhanced cleaning efforts.

Nifty laundromat remained open during the COVID public health emergency. They were able to do so with constant disinfecting and cleaning. Every hour, every machine and surface were disinfected. The same practices are still in use today. Ms. Espinosa strongly believed that the community was facing a public health emergency, and her business provided a service that customers needed to ensure their clothing and linens were disinfected.

The business spent a substantial amount of money purchasing bleach, Microband 24, Pine Sol, and various other cleaning supplies. Hundreds of masks were purchased and provided to those throughout the business. The bathroom is a community bathroom for customers and anyone who walks in. It was cleaned after each use. Anti-bacterial soap, toilet paper, and paper towels were also available for everyone who used it. Rubber gloves were purchased for cleaning and handling wash and dry orders for their customers. Hand sanitizer has been available throughout the establishment as well. Theft of these products has been an issue due to its public access. In addition, there is the cost of new mop heads and washing of rags used for cleaning. On average all these materials cost \$500.00 more a month than prior to COVID.

The business offers free pick-up and delivery service to many customers which has resulted in gas expenses as well as wear and tear on a vehicle. On average, with the owner's additional time combined with vehicle expenses, the business spent well over \$400.00 more per month.

Having an employee work an additional four hours a day at increased pay increased expenses approximately \$900,00 more a month than previously.

Other laundromats closed their doors to customers which resulted in more foot traffic in Nifty Laundromat. The floors were painted in November 2019. Typically, the floor holds up for several years, but in this case, it is in desperate need of finishing.

NIFTY LAUNDERETTE, LLC (Cont'd)

Per CDC mandates, only ten customers were allowed in laundromat. At times, this led some customers to leave which led to a loss in sales. Since March 2021, Ms. Espinosa estimates the above expenses have increased \$3,500.00 more a month than prior to COVID.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/28/21

NONNA'S PIZZA RESTAURANT

A review of the application and subsequent correspondence with Jason Mladenovic of **Nonna's Pizza Restaurant** Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

The "take out" portion of the business was restricted and resulted in a loss of 50% of business, and with restrictions lifted, the "indoor dining" has not reached pre-pandemic levels. The negative economic impact has caused a limited inventory which continues to hamper growth.

Mr. Mladenovic states, "Due to the health emergency pandemic, my business had a loss of \$18,768."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/22/21

NORTHEAST WOODSTOVE & FIREPLACE, LLC

A review of the application and subsequent correspondence and conversation with Kenneth Takes of **Northeast Woodstove & Fireplace**, **LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Northeast Wood Stove & Fireplace's showroom was closed for three months under the Governor's Executive Order. Rent, insurance, and utilities totaled \$1,480.00 per month for that period, totaling \$4,440.00.

Expenses for cleaning products and social distancing measures were approximately \$300.00.

For the business to survive, Mr. Takes would receive emails and voice messages from prospective customers, travel to the store, roll wood stoves out into the parking lot and then keep his distance to let people evaluate them. If a sale was made, Mr. Takes would leave the invoice on top of the stove, the customer would sign and leave their funds. Customers loaded their own stoves off the back dock.

Service work was lost for the store as customers did not want workers in their homes.

Mr. Takes lost approximately \$12,000.00 in income over the three months the business's showroom was closed.

Because of COVID-related supply chain shortages, the business sold off ten of their display stoves and is having a hard time getting replacements for their showroom, which is further reducing sales.

Mr. Takes, in a telephone conversation, stated his losses due to the COVID public health emergency totaled "easily \$10,000.00".

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

NUTMEG SENIOR RIDES, INC.

A review of the application and subsequent correspondence with Margaret Hale of **Nutmeg Senior Rides, Inc.** informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$7,500.00.

Nutmeg Senior Rides has been offering life-saving services to people of East Windsor since 2009. Their program is unique as they offer "door-through-door" service. While many other services will pick people up at the curb or down the street at a bus stop, that is not enough for many people who have mobility issues or low vision and often require physical assistance to get out of their home and into a car for an appointment and then out of their car and back into their home after their appointments. The requested funds will be used to increase their staff capacity to give rides to people ages fifty and over with disabilities including reduced mobility and blindness.

As a result of the COVID public health emergency, the nonprofit was required to rely on paid staff rather than volunteers. As soon as the Governor declared a state of emergency on March 12, the organization's forty-three volunteers stopped giving rides. As other transportation options shut down and community members were stranded, the nonprofit felt a deep responsibility to make sure that the people whom they served were still able to get to medically necessary appointments and pickup medications and food. In addition, because restrictions are now easing, the nonprofit is reacting to an increase in demand. Therefore, to continue servicing a vulnerable population, the \$7,500 requested in their application is needed because of the harmful consequences of the economic disruptions resulting from and exacerbated by the COVID-19 public health emergency.

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/26/21

OLENDER'S OF ENFIELD REGION, INC.

A review of the application and subsequent correspondence with David Olender of **Olender's of Enfield Region** Informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Olender's suffered a significant loss in operating revenue/income because of the pandemic. A review of total revenues between May 1, 2020, to December 31, 2020, compared to the same eight-month period in 2019, indicates that revenues decreased by \$238,000.00 in 2020.

There were additional costs resulting from the purchase of facial temperature sensors and facial guards which continue to be used to separate employees and customers. Also, there were significant purchases of masks and cleaning products such as disinfectants and wipes throughout the year and into 2021. An estimate for all the additional hard products purchased to protect against the virus totaled approximately \$4,000.00. They are still experiencing supply chain disruptions with many of their critical vendors. This continues to affect their bottom line.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

PEACEFUL TOUCH THERAPEUTIC MASSAGE, LLC

A review of the application and subsequent correspondence with Michelle Schwarz of **Peaceful Touch Therapeutic Massage** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Peaceful Touch Therapeutic Massage was forced to close under the Governors Executive Order for three months. Lost income during the three months is estimated at approximately \$4,841.00 per month totaling \$14,524.00.

During the time the business was closed, rent, utilities, and expenditures totaled \$3,557.82.

As a result of the COVID public health emergency, Ms. Schwarz's business partner changed her business model, leaving Ms. Schwarz with additional expenses. The increased cost per month with rent and utilities is \$750.00 due to the business partner leaving. Equipment that had to be purchased because of the partner leaving the partnership is estimated at \$2,229.57. Social distancing expenditures and supplies to reopen safely were \$307.52. Ms. Schwarz states, "The harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency did total more than \$10,000.00."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/18/21

PICKLE JAR DELI, LLC

A review of the application and subsequent conversation with AnnKera Carlander of the Pickle Jar Deli, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Pickle Jar Deli has had a sharp drop in business during the COVID public health emergency totaling approximately \$80,000.00. The owner was forced to lay off her entire staff. As the business struggled to come back, they served takeout food only. The business added outdoor dining and was able to hire back some staff but have not reach a sustainable level yet. The Pickle Jar Deli expended approximately \$800.00 for physical plant changes. Personal Protection Equipment (gloves, etc.) costs have exceeded \$3,000.00.

The Pickle Jar Deli provided food assistance to elderly folks until local service agencies were able to adjust to the COVID public health emergency, spending approximately \$500.00 to do so.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and will assist in stabilizing the business.

GEK 7/28/21

PIPEDREAM PLUMBING

A review of the application and subsequent correspondence with Jefferey Ostrout of **Pipedream Plumbing** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business closed for three months due to operating restrictions imposed by the State due to the public health emergency, followed by another two-month closure because of an inability to secure childcare.

A contractor that was the main source of income for the business closed due to the COVID health emergency.

When asked if the economic harm resulting from or exacerbated by the public health emergency amount to a loss of \$10,000.00 or more, Mr. Ostrout responded, "It definitely went well beyond the \$10,000 mark."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency:

GEK 7/23/21

PRIDE FENCING ACADEMY

A review of the application and subsequent correspondence with Derec Morneault of Pride Fencing Academy informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Because of the COVID public health emergency, there was a suspension of non-competitive sports. The business had an aggregate amount of twelve members suspend their memberships, losing an upward of \$1,800.00 per month in potential revenues from membership fees, totaling to \$21,600.00. Even after the suspensions were lifted, worries of contracting COVID due to the nature of the sport of fencing and the costs of participating during a time of financial duress deterred members from returning.

They paid a flat rate \$500 per month for rent, which was a courteous agreement on the property manager's part to help reduce the financial burden while business activities were in suspense and thereafter, for a total cost of \$6,000.00 during the closed period.

PPE and other related expenses costs totaled to approximately \$500.00. Since activities were suspended and drastically reduced, PPE materials and equipment were not used as quickly as anticipated.

Mr. Morneault estimates the loss directly related to the COVID public health emergency to be \$28,100.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

PROBLEM SOLVED BREWING COMPANY, LLC

A review of the application and subsequent correspondence with Alan Bukowinski of Problem Solved Brewing Company, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The brewery was mandated to close for onsite consumption on March 16, 2020, resulting in an immediate loss of profit. The business was forced to make capital expenditures for machinery and materials (canning machine, cans labeling machine, labels, additional storage facilities) to pivot their business model to off-site consumption. Hours of operation were expanded, resulting in increased costs for payroll. More capital expenditures were required (outdoor furniture, including tables, umbrellas, and security devices) when the business was forced to pivot again to meet regulations to sell food to serve alcohol.

The business is running about 25% below its sales levels pre-COVID during the same time frame in 2019.

When the applicant was asked if the economic harm from the public health emergency amounted to \$10,000.00 or more, he responded, "Yes definitely over \$10k. It was a rough year..."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/22/21

RAMA LOGISTICS

A review of the application and subsequent discussion and correspondence with Robert Annan of **Rama Logistics** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E, COVID-19 Grant in the amount of \$10,000.

Rama Logistics is a small business operating within the Town of East Windsor, Connecticut, and is engaged in the business of selling and delivering cars and used auto parts, as well as in the delivery of medication. As a micro-enterprise, Robert Annan is currently the sole employee of the business and was the sole employee prior to when the COVID-19 public health emergency hit in the first quarter of 2020. Due to the emergency and the economic downturn that resulted, there was a drastic decrease in demand for cars and auto parts; the business was affected and had no option but to shut down operations on April 14, 2020. Mr. Annan estimates he lost between \$15,000.00 to \$20,000.00 in income as a result. Rama Deliveries faced a financial crisis, and the sole employee experienced economic instability as he battled unemployment and had to sell assets of the business to survive.

If granted, the much-needed funds from East Windsor will be used in the purchasing of a vehicle to facilitate deliveries and to buy auto parts to restock much-needed inventory. The money will also be used to purchase office equipment such as a laptop and printer to aid in business operations, as these items had to be sold when the COVID-19 pandemic hit. Mr. Annan estimates that replacement costs will run approximately \$15,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/26/21

REICHLE FAMILY CHILDCARE

A review of the application and subsequent correspondence with Randi Reichle of Reichle Family Childcare informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Reichle Family Childcare remained open to care for the children of essential workers. The business expended a significant amount to ensure the health and safety of those involved and ramped up efforts to provide a meaningful experience for the children.

Reichle Family Childcare purchased additional curriculum for Distance Learning that totaled \$5,200.00. They spent approximately \$900.00 on physical plant changes to ensure social distancing and roughly \$900.00 on PPE. Other COVID-related supplies and miscellaneous (digital thermometers, an O2-meter, Clorox bleach, wipes, soaking tubs, carpet cleaning solution, paper towels, napping pads and linens, replacement toys, etc.) cost almost \$2,800.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/14/21

REICHLE FARMS, LLC

A review of the application and subsequent correspondence with Glenn Reichle of **Reichle Farms**, **LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

During the COVID public health emergency, food purchasing customers, such as schools, restaurants, and colleges, closed, and Reichle Farms wholesale customers reduced their amount of purchasing, leaving the farm with what was eventually 42,500 pounds of unmarketable product (squash) valued at \$9,350.00.

The farm spent approximately \$1,800.00 on PPE, \$519.00 on signage and barriers for their packing line, and a total of approximately \$800.00 on a portable washing station, a wagon, registration for the wagon and truck, and sixty-five gallon water tank. An additional \$1,000.00 was spent on portable facilities.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/14/21

RICHARD'S EMPLOYMENT AGENCY, LLC

A review of the application and subsequent correspondence with Nancy Horanzy of Richard's **Employment Agency, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business was shut down completely for approximately 3.5 to 4 weeks. Their office is located at Southern Auto Auction as they operate onsite to provide the auction's operations with staffing. While they reopened along with the auction, they are still only operating at approximately 45% to 50%. This is due to the shortage of cars the U.S. is currently experiencing.

A semi-conductor (chip) shortage has caused supply chain issues for the automobile industry leading to a dearth of new cars. This shortage has led to a diminishment in the inventory of used cars and off lease cars that would normally go through the auction on a weekly basis.

The business's fixed costs continue while their revenue has been reduced 45% to 50%. This is due, in large part, to expenses related to insurance, utilities, and office operations. Insurance cost \$5,847.61 per month, utilities are \$300.91 monthly and cleaning expenses are \$842.00 per month. This is an ongoing expense with the emergence of the Delta variant as well as renewing mask mandates. They have daily cleaning of the office, cafeteria, and restrooms performed, and a deeper enhanced cleaning weekly.

Their costs for personal protective equipment are ongoing. They acquired a free-standing temperature scanner and a hydrostatic fogger for the vans used onsite. They additionally continue to purchase disinfectants, masks, and gloves for their staff members. They have spent \$2,401.93 to date.

Ms. Horanzy stated, "...the total cost to our business was more than \$10,000.00 and continues with the emergence of the Delta variant."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/26/21

RIVER VALLEY GROWORKS, LLC

A review of the application and subsequent correspondence and conversation with Keith Yagaloff of River Valley GroWorks informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$4,500.00.

River Valley GroWorks, LLC, located in Broad Brook, Connecticut, is in the business of hemp production and hemp manufacturing. They are in their first growing season. The COVID-19 public health emergency has impacted the business primarily through increased costs for material and supplies. The applicant listed the major items whose costs went up considerably because of the COVID public health emergency impacts: fertilizers, greenhouse materials, cloning supplies, grow lights, germination and seeding supplies, fuel for machinery, soil and cloning supplements, plowing, and tilling equipment, feminized hemp seeds, and grow medium costs have increased during the COVID public health emergency.

Mr. Yagaloff estimates the "... COVID-related losses to date at \$4,500."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 7/24/21 ·

ROBERTO'S REAL AMERICAN TAVERN

A review of the application and subsequent correspondence with Robert D'Eliseo of Roberto's Real American Tavern informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Roberto's Real American Tavern is situated in The Jonathon Pasco House, a circa 1784 landmark. Jonathon Pasco was an American Army Captain who served in the Revolutionary War and made his hearth and home in East Windsor. After returning from the war, Pasco built his brick farmhouse, which stands at 31 South Main Street and was renovated into a restaurant in the late 1980s and early 1990s.

The tavern serves a variety of favored food and drink and a wide selection of craft beers and fine wine from all over the world.

Mr. D'Eliseo reports spending more than \$3,500.00 on professional cleansing services and \$2,200.00 for in-house cleaning solutions for enhanced sanitation purposes because of the COVID public health emergency.

The restaurant expended over \$5,200.00 on outdoor tents and seating, \$3,800.00 on plexiglass dividers and \$1,000.00 for signage as physical plant changes to promote social distancing which became necessary by state regulations.

More than \$2,000.00 was spent for Personal Protective Equipment and Payroll expenses were approximately \$12,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/10/21

SALON RAUSCH

A review of the application and subsequent correspondence with Sandra Rauschenbach of **Salon Rausch** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

The business was forced to close per the Governor's Executive Order on March 20, 2020 and reopened on June 1, 2020. During this period, Ms. Rauschenbach estimates a loss of income of approximately \$15,000.00. Her rent, utilities, insurance, enhanced cleaning supplies, and business auto payment totaled more than an additional \$10,000.00 during the shutdown.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/10/21

SECOND CHANCE FARM

A review of the application and a subsequent discussion with Peter Larese of **Second Chance** Farm Inform that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Second Chance Farm has seen a reduction in revenue as fewer horses have been boarded at the farm. Lost revenue for boarding totaled approximately \$16,800.00. A wedding and several wine tastings were postponed or cancelled, resulting in a loss of \$1,500.00. Mr. Larese has or will purchase PPE and portable tents, socially distanced enclosures for medical equipment, grooming tools, etc. for each horse boarder for a total cost of approximately \$700.00. Supply and demand issues created by the economic uncertainty caused by the public health emergency led to an increase in the cost of hay totaling approximately \$400.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

SEPTICOLOGY, LLC

A review of the application and subsequent correspondence with Daniel Dziadul of Septicology, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

A large portion of their business is septic system inspections for real estate transactions. There was a reduction of business almost immediately at the start of the pandemic, as uncertainty with the real estate market increased. As a result, there was a drop in the number of inspections requested and performed. The business operated at 50% of their normal capacity.

The installation and repair side of the business saw a period of depressed activity as well because homeowners were struggling and held back on committing to projects. Since the start of August 2021, coinciding with fear of the Delta variant, they are again seeing their revenues decline.

Supply chain disruptions have and continue to be an issue for them. They use plastic-based products, such as PVC pipe, distribution boxes, risers, leaching chambers, and septic tanks. Because of a lack of availability of these products, Septicology has been unable to start several jobs. Some were put on hold and others were cancelled by the customers; this is where they believe they have been most directly impacted.

They have spent approximately \$400.00 on personal protective equipment. Social distancing has not been an issue as most work is done in the field and their office has enough room to allow for social distancing.

Septicology, LLC sustained approximately \$25,000.00 in economic damages.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/26/21

SHAG BARK HICKORY FARM

A review of the application and subsequent correspondence with Katie Hunt of **Shag Bark Hickory Farm** inform that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Shag Bark Hickory Farm, Inc. (Shag Bark) is a nonprofit 501(c)(3). As a result of the COVID-19 public health emergency, Shag Bark had to cancel their homeschool and preschool programs and were unable to hold their equine programs at full capacity.

As reported by Katie Hunt, "In total, the COVID-19 pandemic caused economic harm to Shag Bark Farm of approximately \$12,450, broken down as follows:

\$6,400.00 — lost income from reduced capacity of lessons \$900.00 — reduced annual appeal and cancelled annual fundraiser \$2,400.00 — lost income from cancellation of homeschool and preschool program \$2,500.00 — lost income from reduced capacity of summer camp \$250.00 — purchasing COVID-19 supplies to ensure proper safety measures were taken.

The above total estimated loss of \$12,450,00 exceeds the \$10,000.00 being requested. These might be small dollars to many nonprofits but were detrimental to Shag Bark Farm as we have fixed costs to maintain the health of our herd that cannot be reduced when our programs are not running."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/25/21 4

SHEILA DAVIS

A review of the application from **Sheila Davis** informs that the business has requested and Is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Shella Davis is a Hair Stylist that owns her own business and rents a chair at the Kutting Room Salon in East Windsor. She has had her business in East Windsor for more than twenty-five years. Shella's business was closed under the Governor's Executive Order from March 18, 2020, to July 1, 2020. After being exposed to COVID, she was in quarantine for two weeks in September, November, and December 2020, an additional forty-two days of lost opportunity.

Thirty to forty of her clients decided not to return to the salon because of the high risk of being in such close proximity while performing hair services. Her product costs tripled as production companies shut down and products became scarcer.

Sheila "...lost \$15k in yearly revenue due to COVID-19."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

SHOWCASE FOR DOGS, FOROVAN, LLC

A review of the application and subsequent correspondence with Annette Fortune of **Showcase for Dogs, Forovan, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Showcase For Dogs hires independent contractors to teach dog classes, seminars, and events. During the COVID-19 public health emergency, classes, seminars, and events were halted. The amount of revenue derived through this income was suppressed by nearly 50%. The events scheduled at the Showcase for Dogs (Conformation Shows, Fast CAT events, Agility Trials) were all cancelled resulting in no income. All classes at the Showcase for Dogs stopped in April, 2020. Ms. Fortune reported losses of \$4,000.00 for Agility classes, \$2,000.00 for Rally classes, and \$2,000.00 for Obedience classes. In addition, the American Kennel Club cancelled all AKC Agility, Rally, Fast CAT events for a revenue loss of \$5000.00. Rentals were also cancelled for an additional loss of \$500.00. Hand sanitizers, gloves and wipes were estimated at \$200.00. Ms. Fortune communicated that she estimated revenue losses and expenditures directly caused by the COVID public health emergency to be \$13,700.00

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/24/21

SOTO OPTICAL, LLC

A review of the application and subsequent correspondence with Rebecca Soto of **Soto Optical**, **LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Soto Optical sells overstock eyeglasses. The business offers personal one-on-one service with competitive pricing. They operate by appointment only and take the time to review your prescription and discuss your needs and wants in new eyewear.

Soto Optical first opened January 2020 at 20 Pasco Drive East Windsor, Connecticut. The business was closed March 2020 until August 2020 with limited to no service. They moved from 20 Pasco Drive to 35 South Main Street, Suite B., in January 2021. The business moved from the back of Pasco Commons to Route 5, with hopes that moving to the front of the complex would increase visibility and business. Over the last year and a half, Soto Optical has lacked business traffic.

Total rent and utilities for the five months that the business was closed was \$4,410.00 and the estimated loss of income was \$65,000.00. There were no changes to the physical design of Ms. Soto's business. Personal protective equipment and enhanced cleaning products were \$2,350.00.

When asked if the harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency total \$10,000.00 or more to your business, Ms. Soto replied, "Absolutely! The COVID health emergency caused more than 10,000 in economic disruptions to my new business."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/25/21

SPECTRUM HOME DECORATING

A review of the application and subsequent correspondence with Jaye Millette of **Spectrum Home Decorating** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Spectrum Home Decorating was closed for new business from March 1, 2021, to June 30, 2021. The nature of the work requires the company to have a physical presence in potential client's homes. Even after reopening, no calls came for months. A comparison of income over the period closed to the same time in 2019 shows a drop in revenue of over \$40,000.00.

Their website needs to be rebuilt from scratch. Estimates range from for \$1,200.00 to \$2,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

STAUFFER SHEET METAL, LLC

A review of the application and subsequent correspondence with Anthony Deni of Stauffer Sheet Metal, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Stauffer Sheet Metal rearranged their shop for social distancing purposes and installed hand sanitizer stations all around. They are keeping masks and gloves available as well. The cost for this was approximately \$1,000.00.

The business incurred some added costs due to the shortage of materials and prices being increased as economic disruptions caused issues of supply and demand. This resulted in increased costs of \$3,500.00 over the last six to eight months, which unfortunately are still rising.

Cost for enhanced cleaning products was approximately \$1,500.00.

Mr. Deni reports their third and fourth quarters of 2020 were both lower than the year before by over 20%. This reduction in revenue exceeded \$4,000.00 making them eligible for the full grant.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/11/21

SWAMP YANKEE WOODWORKING

A review of the application and subsequent correspondence with Joshua Traber of Swamp Yankee Woodworking informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The business lost more than \$10,000.00 in income during the public health emergency as customers cancelled projects because of their own economic uncertainty. Due to economic disruptions, wood prices increased, which are into the company's profit margin.

Mr. Traber continued to work as a paramedic during the COVID pandemic. There are only seven Specialty Care Transport paramedics at his job, and they were the only ones designated to transport COVID patients on ventilators. Mr. Taber was doing twelve-hour shifts, five to six days in a row. He was unable to service his customers and had no time to promote his woodworking. This caused him to lose business as he could not produce simple things such as his high-end cutting boards and serving trays at his usual production rate of twenty units per week; he was limited to only two to four units per week, if lucky.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/10/21

SWEDE'S JEWELERS, INC.

A review of the application and subsequent correspondence with Robert Szwed of the **Swede's Jewelers, Inc.** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Swede's Jewelers is a seventy-five-year-old family-owned jewelry business serving the East Windsor community. The business was closed under the Governor's Executive Order for a two-month period. Sales were lost during a typical busy season. The business was closed on Mother's Day. Sales opportunities were missed for graduations, First Communions, Confirmations, and wedding engagements. Mr. Szwed estimates lost sales of approximately \$147,000.00. There continues to be less foot traffic in the store further exacerbating the diminished sales.

Total rent and utilities expenses during the closure amounted to \$3,163.45. The business expended approximately \$1,500.00 on PPE and enhanced cleaning products. Changes in the physical plant at the store to assist in social distancing totaled \$425.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

THE BATTLE STANDARD, LLC

A review of the application and subsequent correspondence with Jared Brodeur of The Battle Standard, Inc. informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Battle Standard Tabletop Game and Hobby is a retail store and an event center. With the pandemic locking down gatherings, all their revenue gained by events was lost completely. These events are typically leagues and tournaments, with cover charges that are used to purchase product. For example, as this is being written, twenty-six people are currently participating at \$15 per player in the games that they sell. When these events are not, happening, the business loses direct revenue, and customers are not present to make purchases in a way that sustains The Battle Standard's business model. This loss of revenue in events, concessions, and impulse sales occurred during the closure period mandated for recreational businesses by the state. The mandate halted their event space use entirely throughout the closure.

The business found it necessary to entice people with discounts on product to maintain bills and payroll. However, these discounts and promotions did not generate revenue to employ their staff and restock goods sold. Their product was stocked deep enough pre-COVID to use as a financial float. Selling off their stock-on-hand at a discounted rate left them in business but with shelves that are desperately in need of product to continue moving forward successfully. They lived off their stock-on-hand to maintain and weather the closure as mandated by the state. When asked, "You made 'product sales at discounts to maintain payroll.' At what cost?" Mr. Brodeur stated, "... it is very much in excess of \$10,000."

Physical plant changes were made for social distancing purposes. Their rent and utilities were paid in full despite the closure, and their rent is \$3200.00 monthly. Mr. Brodeur estimates utilities to be approximately \$750.00 monthly.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/13/21

THE BUTCHERY

A review of the application and subsequent correspondence with Gregory Lattarulo of **The Butchery** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Butchery has been in East Windsor since 1990. They make their own sausage and do custom smoking. They carry a wide selection of meats, sauces, and spices, and they have a loyal fan base.

To offer prevention and mitigation tactics, Mr. Lattarulo had plexiglass installed throughout the store for proper social distancing. He also purchased six-foot distant markers for the floor to help customers maintain proper distancing, as well as signage on the interior and exterior to alert customers to line up outside as they could only allow so many people in the store at a time to allow for social distancing. He installed a touchless merchant service device for MasterCard and Visa, allowing distanced transactions. In addition, he purchased gloves and masks per Centers for Disease Control guidelines. Mr. Lattaruno spent approximately \$4,500.00.

The store purchased wipes, sanitizer, and chemical germicidal products to clean the store and wipe surfaces down after each customer. They also had the store professionally cleaned for the safety of his staff and his customers. Personal protective equipment and products totaled approximately \$2,500.00.

Mr. Lattarulo plans to purchase a wireless merchant service machine, so he can offer contactless curbside pickup service; this is expected to cost \$2,000.00. The store would like to purchase more professional signage for wayfinding that will be updated as needed per Centers for Disease Control guidelines, which is a \$2,500.00 investment. They would like to update their website to keep customers informed of hours, contactless curbside pickup, and online transactions, which is estimated at \$2,000.00 to \$4,000.00.

When asked if the harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency total \$10,000.00 or more to your business, Mr. Lattarulo responded, "Yes, we estimate that between PPE, supplies and labor we exceeded \$10,000."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/30/21

THE KUTTING ROOM SALON, LLC

A review of the application from Hannah Masciovecchio of **The Kutting Room Salon, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Kutting Room Salon was closed from March 18, 2020, to July 1, 2020. They also were shut down for two weeks in September 2020, two weeks in November 2020, and two weeks in December 2020 due to COVID-19 exposures. During the three months the business was closed, it was required to spend over \$2,000.00 in rent/associated bills.

To open the salon safely, over \$5,000.00 was expended to get personal protective equipment and sanitizers to create a safe environment for the workers and clients. They had to refuse over fifty clients because they were unable to secure the products needed because of shortages related to the public health emergency. Ms. Masciovecchio estimates they lost \$10,000.00 to \$20,000.00 in business having to deny clients because they did not have their hair colors available as chemicals became scarce.

The business intends to use this grant for physical plant changes updating the salon to ensure they can operate in the safest way for guests and stylists. This would include additional COVID-19 safety practices and a change on how the stations are positioned. They would also use the grant to help purchase required personal protective equipment for both guests and stylists, as well as additional equipment to ensure safe operations.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/4/21

THE LIBRARY ASSOCIATION OF WAREHOUSE POINT

A review of the application and subsequent correspondence with Lois Hiller of **The Library Association of Warehouse Point** informs that the non-profit has requested an East Windsor E.R.A.S.E. COVID-19 Grant. A review of the request suggests that the Association is eligible for a Grant in the amount of **\$10,000.00**.

The library closed completely on March 14, 2020. On June 1, 2020, the staff started providing curbside pickup. On July 20, 2020, all staff were back at work, and the building was open to the public forty-three hours a week with masks and social distancing required.

In early 2020, the library sent out the annual appeal for funds to supply books and materials for the library. The donations compared to the average for the previous four years was diminished by approximately \$6,300.00.

Patrons requested more electronic resources during the COVID public health emergency, and the use of downloadable audio books and videos greatly increased. The library purchased Tumblebooks for children for \$999, spent \$901 on Hoopla downloads for children and adults, and increased spending on downloadable Overdrive resources by \$675 over the previous year. The library spent \$231.00 more than they received from a grant for cleaning supplies.

Before they reopened to the public, their cleaning service did a deep cleaning, including steam cleaning of the carpets, for \$1,033.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/13/21

THE MERAKI STONE LEGACY, LLC

A review of the application and subsequent correspondence with Carol Candrea of The Meraki Stone Legacy informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Meraki Stone Legacy creates custom funeral stones from cremated remains. The cost of raw materials needed to produce the funeral products has increased 35% since the start of the COVID public health emergency. Some necessary materials have been difficult to source requiring substitutions. The business has been negatively impacted by the public health emergency, as the LLC was delayed by the Governor's Executive Order since they were not designated as an essential business. Funds are needed to regenerate interest and understanding in the importance of alternative cremation remains services.

To further explain the delayed start, the pandemic sparked a major and sudden stock market drop beginning in February 2020. Unemployment soared to 14.8% in April 2020. This was the highest rate observed since this data started recording in 1948. The economy was experiencing financial insecurity. On February 25, 2020, the CDC announced that COVID was heading towards pandemic status. On March 11, the World Health Organization declared COVID as a pandemic. On March 13, President Trump declared COVID as a national emergency. Travel restrictions and bans were implemented globally. Statewide stay-at-home orders were made by numerous states. The Candrea family assessed all the quickly changing information and events and because of the COVID public health emergency decided to delay the start of their business. Their family includes an adult child with autism, who has a sensitive immune system. When the company did start operations, the economy and way of doing business had changed significantly.

Business set-up included making all required filings and fees with the State of Connecticut. Internet-based research was conducted to learn the necessary steps for formation of the LLC business in the State of Connecticut. Careful market analysis included internet research; reviewing advice and experience from established industry leaders; focus group discussions, including representation from both industry and non-industry people; and networking with business start-ups and industry knowledge. The analysis-built Meraki's mission statement, company objectives, startup summary, competitor(s) analysis, geographic analysis, market analysis, marketing strategy, target market, and product summary.

On average, small business consultants charge \$75.00 per hour with costs ranging from \$45.00 to \$150.00 per hour nationwide. Project-based packages for business set-up and comparable market analysis are \$5,000.00 to \$7,000.00 for the work that was done.

At least one hundred hours were dedicated to learning then conducting business set up and market analysis. Funds were not available to hire a market analysis to complete these tasks, so

THE MERAKI STONE LEGACY, LLC (Cont'd)

they were handled in-house. Ms. Candrea has a background in business management and could have made \$15,000.00 in this timeframe had she not been building the business delayed by the COVID public health emergency.

This grant responds to the negative economic impacts and harmful consequences and is designed to mitigate the financial hardship resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/26/21

THE PLAYFUL PEACOCK

A review of the application and subsequent correspondence with Erica Giroux of **The Playful Peacock** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

The Playful Peacock is comprised of handmade product lines, including Jewelry, candles, and woodworking, that the family creates in their home studio. For years, they traveled to local markets and shows to sell their wares directly to the public. When COVID hit, every single one of their planned shows and markets was canceled, leaving them with no way to sell their products locally. They turned to online sales channels such as Etsy and Wix, which proved to be expensive and lackluster, as the online market was oversaturated with other makers looking to also switch from in-person to online sales. As 2020 ended, there were price hikes in 2021 of all their material costs. The wood market was hit specifically hard, halting all production of their wood-themed lines, which are one of their biggest sellers. They have been unable to adapt to the continued rising costs of production after having no sales channels and little income from the businesses in 2020.

The business expects that many of their Christmas and holiday shows will be running in 2021. These shows tend to be where they do most of their business. The grant will assist with startup costs of production. Grant money will be used for materials to create inventory.

When asked if the economic harm resulting from or exacerbated by the public health emergency amount to a loss of \$10,000.00 or more, Ms. Giroux responded, "I would say absolutely yes. Before COVID, we had a set list of shows, events, and farmers markets we vend at locally. We were averaging around 1–2k per large event and 200-500 per smaller market. We did our final event in December 2019 and come March 2020 began receiving notifications that every event from April through December 2020 was postponed or canceled altogether."

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/23/21

TILE CONCEPTS

A review of the application and subsequent correspondence with Christopher Arre of Tile Concepts informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

During the COVID public health emergency, Mr. Arre experienced a loss of wages because he could not enter homes as many customers were wary of contracting the virus. Some jobs were cancelled outright or postponed. Mr. Arre cited three individual new build homes that have been cancelled that would have reflected over \$8,000.00 each for his labor. Other jobs that have been cancelled had pricing varying from job to job, ranging \$1,500.00 and more.

Mr. Arre also experience problems with material shortages that developed because of COVID related supply chain issues. He estimates \$5,000.00 in losses from those shortages.

Tile Concepts spent approximately \$1,000.00 on personal protective equipment, masks, gloves, cleaning supplies, and a zip wall system that allows Mr. Arre to quarantine off a part of the customer's house where he would be working.

Mr. Arre stated, "The effects from COVID-19 have definitely surpassed the \$10,000 mark on my business and continue to do so."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/1/21

TILE CONCEPTS PLUS

A review of the application and subsequent correspondence with Dylan Arre of the **Tile Concepts Plus** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Tile Concepts Plus builds custom bathrooms, kitchens, entry ways, backsplashes, etc. COVID had a negative impact as the company had no access to the inside of customers' homes for a period of six to eight months. Numerous jobs were postponed and cancelled outright. Projects are being put off to this day as customers are wary of the intrusion. Mr. Arre estimates revenue losses between \$8,000.00 and \$15,000.00. PPE expenditures were approximately \$600.00 to \$800.00.

In addition, as much of the company's advertising is done by word of mouth, there will be a negative impact in Tile Concepts' future business because of the public health emergency and its impact on Mr. Arre's ability to complete customers' projects.

Recently, Tile Concepts Plus lost two jobs totaling approximately \$3,000.00. This loss resulted from COVID supply chain interruptions that kept the company's truck in repairs at a dealership for about a month, instead of two days as previously expected.

Mr. Arre believes, "... that COVID has definitely cost my business more than \$10,000 because of the lack of available work and extra running costs with PPE."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/12/21

TREASURES OF THE HEART

A review of the application and subsequent correspondence with Rebecca Bossi of **Treasures of the Heart** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$4,000.00.

COVID restrictions caused the business to close for two months in 2020, from March 17 to May 22. Total rent paid during the shutdown was \$500.00, and insurance costs during that time were \$30.00. Internet and web fees totaled \$320.00. Lost sales are estimated at \$2,600.00. Cleaning, painting, plexiglass dividers, and COVID-related enhanced cleaning supplies totaled approximately \$400.00. A rough estimated negative economic impact of \$3,850.00 can be attributed to the COVID public health emergency.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/18/21

VANGASBECK HOME IMPROVEMENT, LLC

A review of the application and subsequent correspondence with Mark VanGasbeck of **VanGasbeck Home Improvement, LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of **\$10,000.00**.

Mr. VanGasbeck estimates lost income from the shutdown of the business due to the COVID public health emergency to be between \$15,500.00 and \$17,000.00.

Approximately \$225.00 was spent on personal protective equipment. Roughly \$100.00 was expended on additional cleaning products to sanitize homes in which he had worked. Mr. VanGasbeck points out that the price of many materials has gone up tremendously. Lumber costs have doubled in price. Delays in tile production have taken significant time. Delays in vanity production have set back work completion significantly.

Mr. VanGasbeck stated, "I would definitely say that the harmful consequences of the economic disruptions resulting from the COVID-19 public health emergency totaled more than \$10,000 to my business."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/19/21

WAGNER FARMS

A review of the application and subsequent conversation and correspondence with Donald Wagner of Wagner Farms informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Wagner Farms was not able to obtain the usual labor source from H2A visas such as their customary laborers from Jamaica. Many of them were held up at entry points, in this case, Miami, during the many travel bans that were enacted due to the COVID-19 public health emergency. This loss of labor caused the farm to prioritize which crops they could harvest and resulted in them losing their sweet corn crop for the year 2020. According to Mr. Wagner, the loss of income was a greater detriment to their business than the increase in cost of doing business.

Supply chain disruptions caused added costs in certain areas, such as increased costs of lumber materials that are used in the repair of many of the farm's implements and structures.

Mr. Wagner states, "The loss in income is approximately \$35,000.00 to \$45,000.00."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 8/27/21

WAREHOUSE POINT FIRE DEPARTMENT, INC.

A review of the application and subsequent correspondence with Lieutenant Steven Ellis and Rich Austin of the Warehouse Point Fire Department informs that the non-profit has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

To ald the Town, the Warehouse Point Fire Department remained open throughout the COVID public health emergency. They did however suffer a major loss in fundraising income due to state closure mandates. Lost income on the Easter and Mother's Day flower sales totaled to approximately \$6300.00. Their hot dog sale would have raised approximately \$450.00. The Tip the Bagger event at Geissler's was expected to raise \$1,300.00. The spaghetti dinner was expected to raise approximately \$700.00, and the pig roast dinner would have netted approximately \$2,800.00. These losses in fundraising activities total more than \$11,000.00.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/19/21

WORK AND PLAY SCHOOL, LLC

A review of the application and subsequent correspondence with Betsy DeWolf of Work and Play School, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

At the onset of the COVID public health emergency, the school suffered a precipitous drop in enrollment from forty-five to only the thirteen children of essential workers. The business retained the seven teachers on staff, and expenses quickly far exceeded income. The business continued to operate and support the essential workers. The school expended further resources by installing internet.

The school was forced to close for one week from January 4, 2021, to January 8, 2021, directly related to COVID exposure. Tultion was waived, and the staff was paid a normal salary, resulting in a business loss of over \$10,000.00.

The public health emergency required the business to increase expenses to meet enhanced Centers for Disease Control (CDC) and Office of Early Childhood (OEC) rules and regulations with reduced group size and consistent small cohort groups as directed by the CDC, OEC and licensing programs. Enhanced sanitation was employed. In addition, the commitment to retain all teaching staff drained the budget and bank account.

When asked if the economic harm resulting from or exacerbated by the public health emergency amount to a loss of \$10,000 or more, Ms. DeWolf responded, "Absolutely, the economic harm resulted from the public health and emergency. We had a huge loss in enrollment and income because of the pandemic. This was a very difficult time, and I was close to having to shut our doors for good!!"

This Grant addresses an economic harm resulting from or exacerbated by the public health emergency.

GEK 7/23/21

WYSE ACRES, LLC

A review of the application and subsequent correspondence with Steven Wyse of **Wyse Acres LLC** informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$10,000.00.

Mr. Wyse summed up the negative impacts to his tobacco farm from the COVID-19 public health emergency as, higher commodity prices, expenses on sanitation equipment, and higher labor costs.

Mr. Wyse purchased a camper trailer \$3,500 to use as a sanitation station during harvest and field work. This will be used in the future to always ensure his workers have a proper place to wash their hands. Wyse Acres also purchased masks and worked to stop the spread of the virus to the best of their ability.

Lumber costs rose significantly, and farmers tend to buy a lot of wood for tobacco wagons, shed repairs, spear horses, etc., Wyse Acres spent \$4,700.00 on wood in 2020.

Mr. Wyse pointed out that he experienced a COVID-related worker shortage which led to him to compensate by raising workers' wages. He estimated the increase labor costs to be around \$5,200.00 based on a \$30,000.00 payroll.

Mr. Wyse wrote, "All these expenses total \$10,000.00 to the business."

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency.

GEK 9/1/21

YOUR HOME NANNY, LLC

A review of the application and subsequent correspondence with Joanie Mirabelli of Your Home Nanny, LLC informs that the business has requested and is eligible to receive an East Windsor E.R.A.S.E. COVID-19 Grant in the amount of \$3,000.00.

Sales were down approximately \$2,000.00. This figure does not represent any charge for the extra time spent cleaning at a client's home or in her own home. Sales were decreased since some clients now work from home and no longer need assistance with their pets. Vacation and travel assistance has also decreased.

Cleaning products' costs were approximately \$150.00, and personal protective equipment expenses were approximately \$375.00. Centers for Disease Control guidance was followed to determine which cleaning products were most effective against the COVID-19 virus and which PPE were recommended. Over time, the list of effective products expanded, and the PPE guidance changed. Recommended cleaning products and PPE were very difficult to find at the beginning of the public health emergency. When available, these products were expensive. The availability of recommended products was not as restrictive as time passed. Numerous hours were spent by the business researching appropriate products and procuring them.

During the first year of the public health emergency, Ms. Mirabelli always wore a mask inside client homes, whether they were at home or not. In the beginning of the health emergency, it was unclear how the virus was spread. All precautions were taken, including wearing of disposable masks, disposable gloves, and cleaning of all surfaces touched inside the home with an appropriate disinfectant spray or cleaning product.

Some of her clients include a first responder, cancer survivors, and the immunocompromised. Client safety has always been paramount to her business model. Some clients are home while she visited, while some are not. Regardless of a client being home or not, she followed the above-described cleaning and PPE practices in accordance with CDC guidelines.

The business did not need to make any physical changes or renovations for social distancing purposes.

Your Home Nanny has been negatively impacted by COVID-19 in many ways, including the State shutdown and compliance with CDC social distancing guidelines.

This Grant addresses the harmful consequences of the economic disruptions resulting from or exacerbated by the public health emergency and is reasonably proportional to the extent and type of harm experienced.

GEK 8/30/21

Dal 10-21-2021 Attachment B

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Route 5 Corridor Study

Draft Recommendations and Implementation Plan

DATE: SEPTEMBER 20, 2021

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Introduction and Executive Summary

The study team developed a range of alternatives intended to address the study vision, goals and objectives. The alternatives include a mix of transportation improvements, intended to enhance mobility for vehicles, pedestrians, bicyclists and transit users. The vision, goals and objectives of the study are as follows:

The vision of the study it to create a multimodal transportation system that supports continued social and economic growth in the Route 5 corridor.

Goals

- Ensue safe and consistent, vehicular, pedestrian and bicyclist traffic flow and access
- Establish bicyclist, pedestrian and transit options to enhance mobility choices by providing equitable levels of access to affordable and reliable transportation

Objectives

- Provide turn lanes at all signalized intersections on Route 5
- Provide LOS D or better at all signalized intersections
- Minimize queues between intersections
- Provide transit service to key employment sites and destinations in the corridor
- Provide bicyclist and pedestrian facilities on Route 5 on at least one side of the street

Alternatives were analyzed and formulated into an implementation plan based on their expected time of implementation. These are defined as follows:

Near Term: Improvements that address existing needs, are relatively low cost and low impact (environmental, ROW) and could / should be pursued immediately.

Mid Term: Improvements that address existing future Base scenario needs, are higher cost and could have potential environmental and ROW impacts. These alternatives would either require environmental review (if initiated immediately) or could have outside actions, such as development, that would trigger the need to implement them.

Long Term: Improvements that address future Build scenario needs, are high cost and likely require environmental and ROW impacts. These alternatives have outside actions, such as development, that would trigger the need to implement them.

Table I, following, lists all of the studied alternatives, potential costs to implement and documents an implementation plan. The following sections discuss the alternatives in detail. Conceptual plans illustrating the alternatives are contained in an appendix.

Table 1: List of Studied Alternatives and Implementation Timeframe

Alternative	Cost in 2021 \$	Cost in 2025 \$	Cost in 2030 \$	Notes				
Near Term								
N-I	\$1,850,000	\$2,130,000	\$2,530,000	-Could all be implemented immediately				
New-I	\$2,000,000	\$2,300,000	\$2,730,000					
Main-I	\$750,000	\$870,000	\$1,030,000					
C-I	\$4,800,000	\$5,510,000	\$6,550,000	a a				
S-1	\$7,400,000	\$8,500,000	\$10,090,000					
Mld Term								
Main-2	\$1,250,000	\$1,440,000	\$1,710,000	Could be implemented immediately				
C-2	\$9,540,000	\$10,950,000	\$13,010,000	Should be implemented with development of MMCT casino or other significant development on that site and completion of Base scenario developments				
N-2	\$5,200,000	\$7,090,000	\$7,600,000					
Long Term	DESIGNATION	PUT THE PER						
N-3	\$2,300,000	\$3,140,000	\$3,360,000					
New-5	\$1,200,000	\$1,380,000	\$1,640,000	Should be implemented with development of the Build scenario sites				
S-2	\$10,190,000	\$11,700,000	\$13,010,000	Silouju de implemented than development et alle esta esta esta esta esta esta esta est				
S-3	\$17,300,000	\$19,860,000	\$23,580,000					
Alternatives	in Need of Fu	ther, Separate	Study					
New-3				Alternatives need to be evaluated in context of operations of mainline I-91				
New-4				Alternative rices to be assessed in				
Alternative	Dismissed							
New-2		are the second	Maria de M	Alternative not recommended for further study				

2 Alternatives Analysis

This section will explain and document the alternatives developed and analyze their ability to satisfy the vision, goals and objectives.

2.1 Corridor-wide Enhancements

Several recommendations, particularly those affecting pedestrian, bicyclist and transit mobility, were evaluated within the context of the entire project corridor to ensure consistency throughout the corridor. The primary corridor-wide recommendations are to:

- Improve signal infrastructure, specifically modernize detection systems
- Provide bicyclist and pedestrian amenities on at least one side of Route 5 and to serve key destinations
- Provide transit amenities near key destinations and seek to improve transit service

2.1.1 Improve Signal Infrastructure

During the course of the existing conditions analysis the study conducted field work to evaluate whether the traffic signals were operating as expected via traffic modeling software. At several locations, traffic queues and delays appeared to be substantially greater than the modeling software indicated. Upon investigation, the study team identified several broken loop detectors that were fouling the operation of the coordinated signal system.

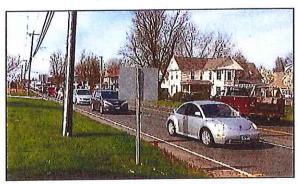
During the study, using public and private resources, the Town of East Windsor and CTDOT were able to install new video detection throughout the corridor. Field reviews and feedback from the public indicates that these change have had the desired effect of ensuring the traffic signals operate at their full capability for processing traffic efficiently.

2.1.2 Transit Improvement Opportunities

The transit and innovative mobility improvements can be categorized into two sections. The first deals with potential improvements in transit service to East Windsor. The second deals with specific infrastructure, specifically bus stops with shelters that are recommended within the study corridor.

2.1.2.1 Transit and Innovative Mobility Service Alternatives

Four preliminary alternatives have been developed as means to meet the future demand for the transit and mobility needs of the Route 5 corridor. This document includes a summary of the transit demand analysis that was included in the Future Conditions Assessment and four alternatives to add transit or innovative mobility services to the corridor. Innovative mobility services are included for consideration due to the low demand for traditional, fixed route transit.



Extensive Vehicle Queue on Route 5 Southbound at South Water Street prior to Replacement of Detection Systems

Summary of Transit Demand Analysis

The study team evaluated the future transit demand in East Windsor using published population and employment data from the State of Connecticut and the Commonwealth of Massachusetts for the selected design year of 2025. Three different types of demand were assessed: program (demand-response), non-program (local fixed route) and commuter (express). The results are documented in the following tables:

Table 2: Program and Non-Program Transit Demand

Demand Methodology	Annual Demand (trips per year)			
Program	13,317			
Non-Program	9,951			
Total	23,268			

The demand analysis, documented in more detail in the Future Conditions Assessment available on the study website, yielded the following conclusions:

- Demand for a new fixed route local bus services is limited.
- One small vehicle could support a demand-response service.
- There is limited demand to support new commuter routes to surrounding employment centers, particularly with the parallel CTrail Hartford Line service providing connectivity to Hartford and Springfield.

Table 3: Commuter Transit Demand

	Daily Commutes to /	AMPAR ROCK	Transit	Existing		2025	
Potential Commuter Route Destination	from East Windsor			Annual Rides	Daily Rides	Annual Rides	Daily Rides
Hartford	2,235	17	5%	53,000	208	56,710	222
	425	17	2%	4,600	18	4,775	19
Springfield Windsor Locks	428	6	2%	5,400	21	5,778	23

Transit Alternative 1: Increase Current (Express) Transit Service in the Corridor

Prior to August 2021, CTtransit's Route 96 ran on Route 5 between Hartford and East Windsor on a few trips during the morning and evening peaks (towards Hartford in the morning; away in the evening). If employment in the corridor increases as expected, there should be an increase in reverse-commute transit service as well.

Instead of operating only a few Route 905 trips to East Windsor, this alternative envisions that a new route be created that follows the "E" trips on Route 905. The proposed routing is shown in Figure 1, right.

Because the anticipated job growth in the corridor would be mainly in warehousing (which has many shifts that are not the standard "9 to 5" shift), the schedule for this route will likely not be run on a standard headway. Rather, the schedule should be tailored around common shift times. For extremely early or late trips, East Windsor should approach the companies individually or the Chamber of Commerce to subsidize these trips.

The benefit of pursuing this alternative is that this would allow a relatively quick expansion of transit services to the town. The drawback would be that East Windsor could not directly control its transit service levels or schedules. Assumptions for this alternative include:

 Service would be operated by the existing operator under the CTtransit express umbrella

There may need to be a subsidy for late night / off peak service to be provided by East Windsor or its partners. This cost assumes that 2 round trips will need to be subsidized at the forecasted cost per hour for CTtransit (\$127.09 multiplied annual inflation rate of 1.20% over

5 years equals \$134.71).

Initial Capital Cost: None Annual Operating Cost: \$129,600 Estimated Annual Ridership: 56,000

Figure 1: Transit Alternative 1

World Color State 1

Figure 1: Transit Alternative 1

Figure 1: Transit Alternative 1

Figure 3: Transit Alternative 1

Figure 3: Transit Alternative 1

Figure 4: Tr

Transit Alternative 2: New Local Bus Fixed-Route from Windsor Locks Station

CTtransit is in the process of adding local bus service to the Windsor Locks Train Station, serving Amtrak and Harford Line service. A bus service from the station to Bradley International Airport, approximately 4 mile to the west, has been planned (Route 24) as well as adding two roundtrips from Hartford along Route 5.

The draft schedule for Route 24 shows several trips which have long layovers at Windsor Locks Station. The layovers are greater than 35 minutes, giving the buses sufficient time do a one directional loop in the Warehouse Point district of East Windsor and return to the station. This will allow riders from Hartford to be able to transfer from commuter trains and express buses to local bus service serving East Windsor.

Four trips are proposed—two in the morning and two in the evening peak.

This service could serve as a supplement the East Windsor Only Demand-Response System, described in Alternative 3, to reach even more local destinations. The benefit of pursuing this alternative is that this would allow a relatively quick expansion of transit services to the town. Drawbacks would be that East Windsor could not directly control its transit service levels or schedules, and that only a small part of the town would be served by transit. Assumptions for this alternative include:

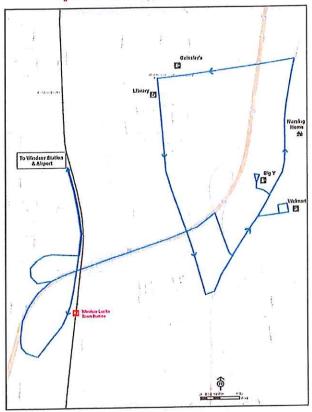
- Service would be operated by CTtransit
- CTtransit would "protect" these trips when making schedule adjustments in the future
- Big Y and Walmart will allow buses onto their property
- The running time for a round trip between the train station and the East Windsor loop does not exceed 27 minutes
- The estimated running time between Windsor Station and Windsor Locks Station rarely exceeds 37 minutes

This is a near term solution that can be implemented as soon as August 2021; when the station is moved to its new location, there is the possibility of all Route 24 trips being able to loop into East Windsor if the Windsor Locks Park and Ride is moved north as well.

Table 4: Proposed Route 24 Schedule (Courtesy CTtransit)

Dir	Start	Start Location	Initial Arrival at Endpoint	Arrival at Endpoint After Loop	End Location
NORTH	6:20	WINDSOR RR STN (CENTRAL ST CVS)	6:57	7:24	WINDSOR LOCKS RR STATION
NORTH	7:50	WINDSOR RR STN (CENTRAL ST CVS)	8:27	8:54	WINDSOR LOCKS RR STATION
NORTH	16:11	WINDSOR RR STN (CENTRAL ST CVS)	16:48	17:15	WINDSOR LOCKS RR STATION
NORTH	18:25	WINDSOR RR STN (CENTRAL ST CVS)	19:02	19:29	WINDSOR LOCKS RR STATION





Transit Alternative 3: East Windsor Only Demand-Response System This alternative would have East Windsor run their own demandresponse transit system, which would supplement the limited CTtransit service that would remain in operation on Route 5. The system would use one vehicle. The service area would be confined to the East Windsor town limits (with two exceptions). Residents without access to a vehicle, or who are unable to drive because of a disability, would be the most likely users of this alternative.

- 24 hour advance notice will be needed to reserve a trip except at the Windsor Locks train station
- The other out of service area stops would include Enfield Square and Brookside Plaza (there would not be designated times when the vehicle would arrive at these stops; reservations are required)
- Subscription trips would be available
- Door to door service (due to lack of sidewalks in the area)
- The fare should be close to the current Enfield Transit (Magic Carpet Bus) demand response fare (approximately \$1 per ride with multi-ride passes offering discounted fares)
- Weekday service from 6:00 AM to 6:00 PM
- Service not available on the following holidays: New Year's Day; Good Friday before Easter; Memorial Day; Independence Day; Labor Day; Thanksgiving; Friday after Thanksgiving; Christmas Day

Definitions 1 Further Explanation:

Scheduled times: The proposed times at the Windsor Locks commuter rail station where a rider could board an East Windsor transit vehicle without a reservation follow (the minutes shown is the time it would take to make a transfer to/from the train):

Table 5: Transfer Times for Transit Alternative 3

Time	SB Train Transfer Time (Minutes)	NB Train Transfer Time (Minute:
9:00 AM	14	20
11:30 AM	7	S\$1 90
1:45 PM		10 .
5:15 PM	(4)	15

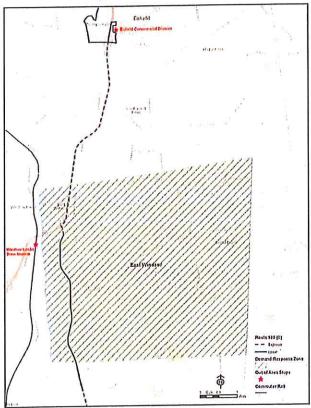
Other trips to the station could be made upon request at other times (subject to availability) and 24 hour advance notice would be required for those trips. In order to encourage riders to go to / from the station at these times, fares on these trips will be less than the standard demand response fare.

Assumptions for this alternative include:

- Initial capital cost for one vehicle (12 passengers, 2 wheelchairs) at the standard local match, assumed to be a Ford Starcaft Allstar shuttle bus*
- Operating costs based on average cost per hour from NW and NE CT Transit Districts
- Only program ridership demand would be served

Initial Capital Cost: \$13,000 Annual Operating Cost: \$126,378 Estimated Annual Ridership: 13,000

Figure 3: Transit Alternative 3



Transit Alternative 4: Subsidized Transportation Network Company (TNC) Service

This alternative would use the private sector (TNCs) to provide transit service to East Windsor town residents. Examples of TNCs include Uber and Lyft. East Windsor would pay the difference between the actual cost of a TNC ride and a flat fare that a rider would pay.

Characteristics of the service include:

- No advance notice will be needed to reserve a trip
- · Subscription trips would not be available
- Door to door service (due to lack of sidewalks in the area)
- The fare would be \$5; any costs over that would be subsidized by East Windsor
- Out of service area stops would include the Windsor Locks train station and the Enfield commercial area
- Service hours and days to be determined.
- Only registered riders from the ADA eligible population or those over 65 would be served to keep costs down!

Definitions/Further Explanation:

ADA eligible population: Those individuals having a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment. These impairments would be²:

 Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological, musculoskeletal, special sense organs, respiratory

- including speech organs, cardiovascular, reproductive, digestive, genito-urinary, hemic and lymphatic, skin, and endocrine:
- Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities;

Registered riders: Only riders from the ADA eligible population or over 65 who are registered would be eligible to use the service. For over 65, a proof of age will be needed; for those with a disability, an application would need to be filled out and reviewed.

TNCs drivers would provide all the rides with their existing business model, with the rider only paying a flat fare for a ride within the town of East Windsor and certain out of town locations. A model for how a transit agency can work with a TNC to provide service is Direct Connect, operated by Pinellas Suncoast Transit (PSTA). Direct Connect replaced a low performing fixed route in a suburban part of the PSTA service area, increasing the ridership in the area previously served by the fixed route. PSTA subsidizes the cost of TNC rides up to \$5.00 (with the remainder paid by the rider) within a 15 square mile service area for all riders, regardless of ADA eligibility. Because the potential service area is almost twice as large as Direct Connect's (26 versus 15 square miles), allowing everyone to access the service would be prohibitively expensive. Therefore, this alternative would focus.on those with the most mobility needs in the community.

The biggest benefit to East Windsor is that there would be no capital costs; the town's only commitment would be to provide the operating subsidy. Also, the service days and hours would be more flexible than with a transit agency run demand response service—potentially, rides could be taken 24 hours a day, seven days a week.

¹ This means only program ridership demand would be served.

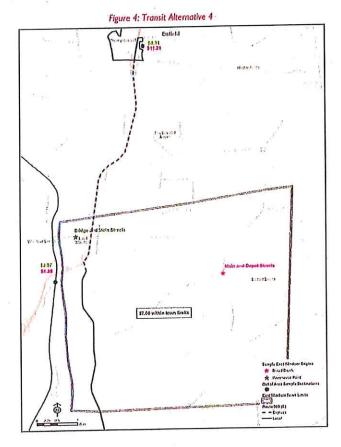
² The following definition of ADA eligible comes from the FTA "Transportation Services for Individuals with Disabilities", (49CFR37§3)

There are some large drawbacks, however. The cost to East Windsor would be higher than operating the transit service described in Alternatives 1 or 3, especially as it may be difficult to meet the equivalent service standard necessary to receive federal operating assistance. An additional issue is that, since most TNCs are considered an exclusive ride service, they are not eligible for FTA operating funds. Another barrier to partnering with TNCs is a lack of transparency from the TNCs. As private companies, TNCs consider their ride information proprietary, making it difficult for transit agencies to evaluate whether these partnerships are effective.

Assumptions for this alternative include:

- Costs shown on Figure 4 are from two sample origins in the population centers of East Windsor quoted for an Uber trip on September 24, 2020.
- The annual operation cost is calculated by the average subsidy (\$7.84) multiplied by the total program ridership (\$13,000).

Initial Capital Cost: None Annual Operating Cost: \$101,946 Estimated Annual Ridership: 13,000



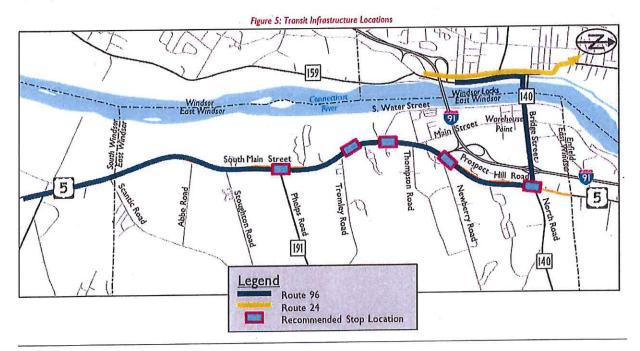
2.1.2.2 Transit Infrastructure Improvements

Transit infrastructure improvements are recommended at several locations within the study corridor. Given the local climate and long headways between buses, passenger comfort should be considered at stop locations. For this reason, bus shelters are recommended at several locations along Route 5.

The study team evaluated the surrounding land uses for potential ridership demand and identified suitable locations for stops. In

particular, sites with current and expected future employment were identified.

The majority of stop locations would include a solar-powered illuminated shelter, with sidewalk connections to adjacent building uses. Specific detail is provided on a site by site basis in Section 2.3.



11 - Corridor-wide Enhancements - Transit

2.2 Bicyclist and Pedestrian Accommodations

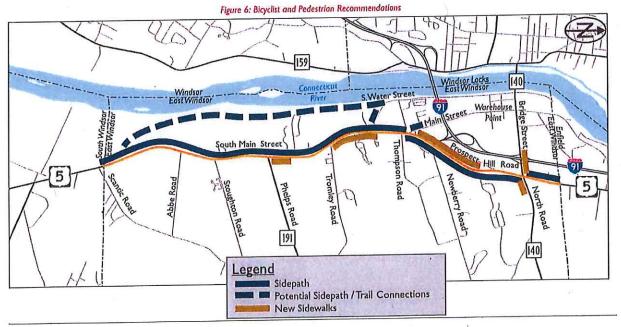
To address the lack of bicyclist and pedestrian facilities throughout the corridor, the study team recommends the implementation of a 10 foot sidepath throughout the study corridor. Based upon the traffic volumes and speeds, all but the most experienced cyclists would be uncomfortable using an on-roadway bicycle lane or the roadway shoulder.

A sidepath is a designated path (typically bi-directional), for single use or shared use (i.e. bicyclists and pedestrians allowed) immediately adjacent to and parallel with (but separated from) the roadway. (USDOT)

The sidepath is recommended for the west side of Route 5 for the majority of the corridor. The Town should explore the potential expansion of the trail northerly to Enfield and southerly to South Windsor. Additional sidepath connections are also possible from the Route 5 corridor to Warehouse Point.

In addition to the sidepath, sidewalk connections on the opposite side of the street are recommended to

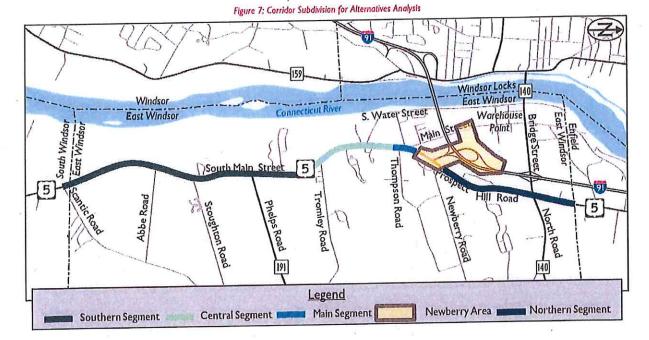
help complete the pedestrian network. These bicyclist and pedestrian recommendations are detailed further in Section 2.3.



12 - Corridor-wide Enhancements

2.3 Segmental Improvements

The study team subdivided the Route 5 corridor into five segments or areas based on the characteristics of the roadway and the deficiencies identified in the Existing and Future Conditions Assessments. These segments are highlighted in Figure 7, below.



13 - Segmental Improvements

2.3.1 Evaluation Categories

The study team identified five evaluation categories to assess the relative performance of the identified alternatives. These categories have been chosen based on the study's vision, goals and objectives, available on the Corridor Vision, Goals and Objectives Statement. The categories are as follows:

- Turn lanes
- Traffic operations
- Queueing
- Transit
- Bike / Ped

The descriptions of the alternatives, beginning with Section 2.3.2, include a description of how and why each alternative addresses the criteria. Each category includes a range of potential results for each alternative. These results range from a filled in upward green arrow as the best possible result, to a hollow upward green arrow, a yellow box indicating a neutral result, to downward facing hollow and solid red arrows. A graphic depiction of the symbols is included in Table 6, right.

Table 6: Evaluation Category Ratings

Rating	Definition
A	Satisfies the category
Δ	Partially satisfies the category
	Neutral
∇	Partially does not satisfy the category
_	Does not satisfy the category

2.3.2 Northern Segment

The northern segment extends from the study's northern limits at the Enfield town line to the signalized intersection between Route 5 and the commercial driveways serving the Big Y plaza and a commercial development east of Route 5. The northern segment is illustrated in more detail on Figure 8, below. Alternatives developed for the northern segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

- Lack of bicyclist and pedestrian facilities along Route 5 and connecting to the Warehouse Point neighborhood
- Lack of transit facilities
- Expected deterioration of traffic operations at the intersection of Route 5 and Route 140, resulting in LOS F

during the Base scenario PM peak, LOS E during the Build scenario AM peak and LOS F during the Build scenario PM peak

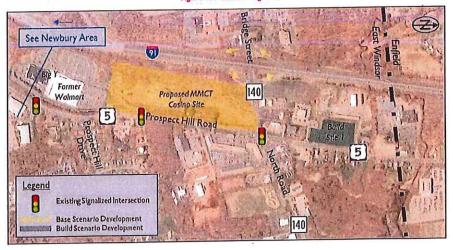
As discussed in Chapter 3, future traffic volumes in this area of the corridor are dependent on significant future development. In particular, the proposed MMCT casino site. While the future of that site is uncertain, there remain a strong desire from the Town to redevelop the site. Based on the uncertainty of the future traffic demand, the study includes an interactive improvement program designed to address existing deficiencies and plan for future growth.

Three alternatives have been developed for the northern section, identified as N-1, N-2 and N-3. They are described in Table 7 below. These alternatives are detailed on the following pages.

Table 7: Northern Segment Alternatives

Alternative	Purpose
N-I	Address existing bicyclist and pedestrian deficiencies by provided a sidepath along Route 5 and pedestrian connections towards Warehouse Point and residential developments on Route 140.
N-2	Address expected traffic operational deterioration at the Route 140 Intersection under the Base scenario by providing additional intersection capacity. Provide new algust additional intersection at encounsed MNCT eation scenes drive.
N-3	Address expected traffic operational deterioration at the Route 140 Intersection under the Base scenario by providing additional intersection especies.

Figure 8: Northern Segment



2.3.2.1 Northern Alternative I (N-I)

Alternative N-1 would address the existing deficiencies along the northern segment by installing a multi-use sidepath along Route 5 and providing key pedestrian connections to destinations along Route 140 to the east and west. N-1 is depicted in Figure 9, below.

Key Features:

- Multi-use sidepath along west side of Route 5 extending northerly from Route 140 to the Enfield Town Line
- Multi-use sidepath along east side of Route 5 extending southerly from Route 140
- Sidewalk connection from Route 140 westerly towards Warehouse Point and the existing sidewalks west of 1-91
- Sidewalk connection from Route 140 easterly along Route 140 to connect with recently constructed housing
- Pedestrian and cyclist crossings at signalized intersections and driveways

Table 8: Evaluation Criteria for Alternative N-I

Objective	Rating	Notes
Turn lanes	A	Turn lanes provided at all intersections
Traffic operations	M	Does not address future scenario traffic operational deficiencies
Queuing	A	No queueing issues along this segment of Route 5
Transit		New bus stops and shelters for development node around Route 140
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$1,850,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 9: Northern Alternative 1 (N-1)



16 - Segmental Improvements - Northern Alternative 1 (N-1)

Traffic Operations (N-I)

Traffic operational analysis was conducted for Alternative N-1 using the Existing, Base and Build traffic forecasts. As intersection capacity improvements are not included as part of this alternative, the resulting traffic operations would be similar to the results presented in the existing and future conditions assessments.

To accommodate expected pedestrian patterns at the Route 140 intersection an exclusive pedestrian phase is recommended and has been modeled as part of the analysis as presented below.

Traffic operations for this alternative are expected to deteriorate under the Base forecast and further under the Build forecast. Should the development scenarios identified in those forecasts advance, additional capacity at the Route 140 intersection would be required.

Table 9: Northern Alternative 1 (N-1) Traffic Operations

	1	Weekday AM Peak			Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes							
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	44.9	1.09	D	44.9	0.85	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		2.7	0.19	A	3.7	0.35	
Base (2040) Traffic Forecast			Supplied Street				
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	F	114.0	1.70	F	96.7	1.38	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		23.5	1.14	В	20.0	0.86	
Build (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	F	143.6	1.83	F	132.5	1.58	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	С	26.1	1.14	С	24.4	88.0	

Route 140 Intersection (N-I)

At the Route 140 intersection, this alternative would provide bicyclist, pedestrian and transit facilities to address existing deficiencies. The proposed multi-use sidepath would transition from the east side of Route 5 south of the intersection to the west side north of the intersection. New sidewalks are recommended to connect to local destinations and proposed transit stops.

Due to the skew of the intersection, an exclusive pedestrian phase is recommended to allow for diagonal crossing. This adjustment to the signal operation is accounted for in the previously presented traffic analysis. This would allow sidepath users to cross diagonally rather than cross two legs of the intersection to continue on the sidepath.

Two transit stops are included as part of this alternative. Based on the previously discussed extension of the CTtransit Route 96, stops are proposed near the Route 140 intersection to serve the surrounding development node. Northbound buses would turn left from Route 5 to Route 140 and stop on shortly after the Intersection on the north side of Route 140. There are two lanes on this location of Route 140, allowing vehicles to bypass a stopped bus. Southbound buses would turn right from Route 140 to



Figure 10: North Alternative 1 (N-1) Route 140 Inset

Route 5 and stop shortly after the intersection. The existing configuration of Route 5 features a wide shoulder that would serve as a *de facto* bus bay.

SOFIA'S PLAZA

2.3.2.2 Northern Alternative 2 (N-2)

Alternative N-2 would address the same deficiencies as Northern Alternative I (N-I) and also address the traffic operational deficiencies expected to occur under the 2040 Base traffic forecast. Alternative N-2 is depicted in Figure II, below. This alternative would be considered as part of an iterative approach to maintaining satisfactory traffic operations at the intersection of Route 5 and Route I40. It should be considered if the former Showcase Cinema / MMCT casino site is developed at a similar scale to that shown in the Base development scenario.

Key Features:

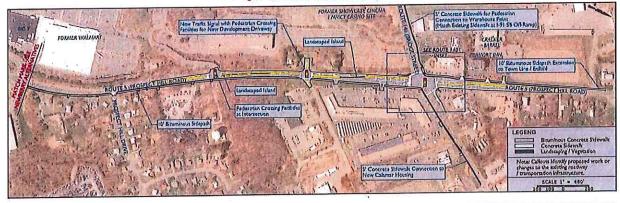
- Second northbound left-turn lane and southbound right-turn lane at Route 140 intersection
- New signalized intersection at the MMCT casino site
- Landscaped islands at two locations
- Bicyclist / pedestrian / transit amenities consistent with Alternative N-1

Table 10: Evaluation Criteria for Alternative N-2

Objective	Rating	Notes
Turn lanes	A	Turn lanes provided at all intersections
Traffic operations	Δ	Does not address future scenario traffic operational deficiencies
Queuing	A	No queueing issues along this segment of Route 5
Transit	A	New bus stops and shelters for development node around Route 140
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$5,200,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 11: Northern Alternative 2 (N-2)



Traffic Operations (N-2)

Traffic operational analysis was conducted for Alternative N-2 using the Existing, Base and Build traffic forecasts. The additional capacity provided at the Route 140 intersection enables this alternative to satisfy the study's traffic operational goals under the Base traffic forecast. However, the higher traffic volumes of the Build forecast

would still lead to delays at the Route 140 intersection. Improvements to the Route 140 intersection should be seen as iterative and dependent on specific developments moving forward.

For this alternative, the redevelopment of the former Showcase Cinema site / MMCT casino site as a Major Traffic Generator would prompt the implementation of this alternative. While the casino project had been initially approved by OSTA, the project has now been

suspended due to initiatives to implement online gambling. The study team expects that the Town of East Windsor will continue to seek redevelopment of this site as a major traffic generator.

To accommodate expected pedestrian patterns at the Route 140 intersection an exclusive pedestrian phase is recommended and has been modeled as part of the analysis as presented below.

Major traffic generators are developments of more that 100,000 SF of floor space or 200 or more parking spaces. They are regulated by the Office of the State Traffic Administration (OSTA).

Table 11: Northern Alternative 2 (N-2) Troffic Operations

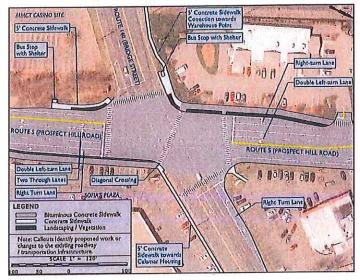
	1 1 3	Weekday AM Peak			Weekday PM Peak		
Intersection		Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes				July			
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9,4	0.56	В	10.3	0.69	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		3.5	0.2	Α	6.9	0.45	
Base (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3.5	0.2	Α	6.9	0.45	
Build (2040) Traffic Forecast				Marie			
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3,5	0,2	Α	6.9	0.45	

20 - Segmental Improvements - Northern Alternative I (N-I)

Route 140 Intersection (N-2)

At the Route 140 intersection, this alternative would provide a new, second, left-turn lane on northbound Route 5 and a new right-turn lane on southbound Route 5, as illustrated in Figure 12, right. It would also maintain the bicyclist, pedestrian and transit amenities featured in Alternative N-1, covered in Section 2.3.2.1.

Figure 12: North Alternative 2 (N-2) Route 140 Inset



2.3.2.3 Northern Alternative 3 (N-3)

Alternative N-3 would address the same deficiencies as Northern Alternative 1 (N-1) and Northern Alternative 2 (N-2) while also addressing the traffic operational deficiencies expected to occur under the 2040 Build traffic forecast. A second northbound through lane would be provided at the Route 140 intersection to satisfy the study's goals for traffic operations. N-3 is depicted in Figure 13, below.

Key Features:

- Second northbound through lane at Route 140 intersection
- Traffic operational improvements and Bicyclist / pedestrian / transit amenities consistent with Alternatives N-1 and N-2

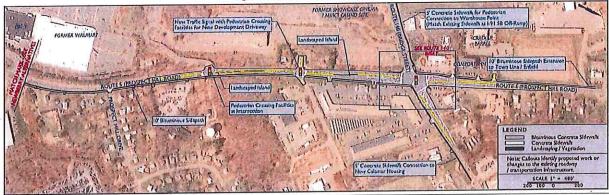
This alternative would be considered as part of an Iterative approach to maintaining satisfactory traffic operations at the intersection of Route 5 and Route 140. It should be considered if the former Showcase Cinema / MMCT casino site and the site north of the Cracker Barrel are developed as shown in the Base and Build development scenarios.

Table 12: Evaluation Criteria for Alternative N-3

Objective	Rating	Notes
Turn lanes	_	Turn lanes provided at all intersections
Traffic operations	A	Meets operational goals for all traffic scenarios
Queuing		No queueing issues along this segment of Route 5
Transit	A	New bus stops and shelters for development node around Route 140
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$2,300,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 13: Northern Alternative 3 (N-3)



22 - Segmental Improvements - Northern Alternative 2 (N-2)

Traffic Operations (N-3)

Traffic operational analysis was conducted for Alternative N-3 using the Existing, Base and Build traffic forecasts. The additional capacity provided at the Route 140 intersection enables this alternative to satisfy the study's traffic operational goals under the Base and Build traffic forecasts.. Improvements to the Route 140 intersection should be seen as iterative and dependent on specific developments moving forward.

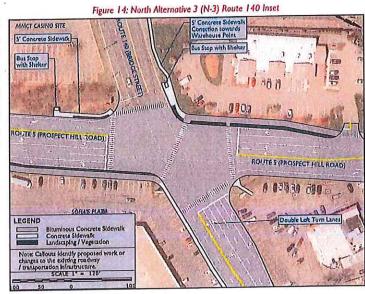
For this alternative, the redevelopment of the former Showcase Cinema site / MMCT casino site as a Major Traffic Generator and the addition of a Major Traffic Generator at Build Site I would prompt the implementation of this alternative.

Table 13: Northern Alternative 3 (N-3) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec <i>l</i> veh)	Max V/C Ratio
Existing (2017) Traffic Volumes	-10					
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway		9.4	0.56	В	10.3	0.69
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		3,5	0.2	A	6.9	0.45
Base (2040) Traffic Forecast		Control of the State of the Sta	L-III		Marian Sharp	
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	A	9.4	0.56	В	10.3	0.69
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3.5	0.2	A	6.9	0.45
Build (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		3.5	0.2	Α	6.9	0.45

Route 140 Intersection (N-3)

At the Route 140 intersection, this alternative would provide an additional northbound through lane on Route 5. This would convert the existing northbound right-turn lane to a through-right. Route 5 north of the intersection would be widened to accommodate the second through lane, as illustrated in Figure 14, right. Shortly after the intersection the second lane would be dropped. It would also maintain the traffic operational improvements and bicyclist, pedestrian and transit amenities featured in Alternative N-1 and Alternative N-2, covered in Section 2.3.2.1 and 2.3.2.2.



2.3.3 Newberry Road Area

The Newberry Road area consists of Route 5 between Greenwoods Lane and the Big Y / commercial driveway. There are three signalized intersections along Route 5, at the Big Y driveway, Newberry Road and the I-91 Exit 44 On- and Off-ramps and at the Walmart / commercial plaza driveway. One base scenario development is included in this area, the Crossroads Cathedral. A build scenario development is also included, consisting of an expansion of the existing commercial plaza opposite from Walmart. Alternatives developed for the Newberry Road area sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

 Existing traffic operational deficiencies at the intersection with Newberry Road and the I-91 on- and off-ramps, with LOS E during both the AM and PM peak periods

- Queues from the merge between the two I-91 off-ramps that extend back towards the I-91 mainline
- Lack of bicyclist and pedestrian facilities along Route 5
- · Lack of transit facilities
- Expected deterioration of traffic operations at the intersection of Route 5 and Route 140, resulting in LOS F during the Base scenario PM peak and LOS F during the Build scenario PM peak

Five alternatives were developed for the Newberry Road area, identified as New-I, New-2, New-3, New-4 and New-5. They are described in, Table 14, following. These alternatives are detailed on the following pages.

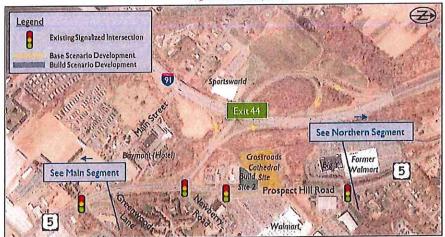


Figure 15: Newberry Road

Table 14: Newberry Area Alternatives

Alternative	Purpose					
New-I	Reconfigure lane configuration on the I-91 off-ramp approach to the Newberry Road signalized Intersection. Address existing blcyclist, pedestrian and transit deficiencies by providing a sidepath along Route 5, with sidewalks providing key connections to developments along with transit stops.					
New-2	lfeedback this alternative is not recommended for further evaluation.					
New-3	Realign I-91 southbound off-ramp to merge from the right of the northbound off-ramp. Based on initial feedback, this alternative is recommended for further analysis as part of a study of the interchange and adjacent segments of I-91.					
New-4	Extend Newberry Road to Main Street with a reconfigured interchange. Based on initial feedback, this alternative is recommended for further analysis as part of a study of the interchange and adjacent segments of 1-91.					
New-5	Provide capacity improvements at the signalized intersection with Newberry Road to address deteriorating operations in the future bas and build scenarios.					

2.3.3.1 Newberry Alternative I (New-I)

Alternative New-I would address the existing deficiencies in the Newberry Road area by reconfiguring the I-91 off-ramp approach to the Route 5 / Newberry Road intersection, providing a multi-use sidepath along Route 5, providing key pedestrian connections to destinations along Route 5 and installing two bus shelters.

Key Features:

- Provide second eastbound right turn lane at Newberry Road /
 |-91 ramps intersection
- Lengthen storage for northbound left turns at Newberry Road / I-91 ramps interaction
- Multi-use sidepath along east side of Route 5
- Sidewalk on the west of Route 5 from the Big Y driveway southerly
- New bus shelters near the Walmart driveway

New bus shelters are recommended near the Walmart to enhance the transit experience for shoppers and employees.

Table 15: Evaluation Criteria for Alternative New-I

Objective	Rating	Notes
Turn lanes	A	Turn lanes provided at all intersections
Traffic operations		Does not address future scenario traffic operational deficiencies
Queuing	100	Does not address queuing for off- ramp merge point back towards the I-91 mainline
Transit	A	New bus stops and shelters for development around Walmart
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencles

The estimated cost for this alternative is \$2,000,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 16: Newberry Alternative 1 (New-1)



27 - Segmental Improvements - Newberry Aternative I (New-I)

Traffic Operations (New-1)

Traffic operational analysis was conducted for Alternative New-I using the Existing, Base and Build traffic forecasts. The addition of the second right turn lane would help improve traffic operations under existing conditions both in terms of delay and queueing. As the eastbound right-turn is the highest volume movement in both the AM and PM peak periods, providing the additional capacity to this movement both reduces queue lengths and overall delay.

Operations at the I-91 ramps / Newberry Road intersection are expected to deteriorate under the Build scenario volumes. In the PM peak users would experience LOS E with a volume to capacity ratio of 1.20 for the northbound left turn movement. Newberry Alternative 5 (New-5) has been developed to address the deficiencies under the Build scenario.

Intersection operations at the other two signalized intersections within this segment are expected to remain acceptable under each of the evaluated scenarios.

Table 16: Newberry Alternative 1 (New-1) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes	Davis					
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	A	4.6	0.21	В	11.1	0.63
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	A	7.5	0.42	В	17.5	0.71
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	D	38.5	1.12	D	40.8	0.92
Base (2040) Traffic Forecast				100		
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	Α	3.4	0.44	В	10.6	0.58
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	A	6.4	0.49	В	15.0	0.77
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	D	36.9	1.08	D	53.1	0.98
Build (2040) Traffic Forecast					MELLE VILL	
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	В	12.2	0.71	Α	3.8	0.50
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	В	19.4	0.88	Α	7.9	0.52
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	D	36.2	1,12	E	79.4	1.20

Newberry Road Intersection

At the Newberry Road intersection, this alternative would reconfigure the eastbound approach to provide two right-turn lanes and convert the second existing double left-turn lane to a through-left. In addition bicyclist, and pedestrian facilities would be provided to address existing deficiencies. The proposed multi-use sidepath is recommended on the east side of Route 5 to avoid conflicts with the high volume of eastbound right turning traffic from the I-91 off-ramps.

Sidewalks are recommended on the west side of Route 5 to provide connections between developments on that side of the road. Two of the dividing islands at the intersection are recommended to be extended to help provide pedestrian refuge and reduce the distance pedestrians need to cross at one time.

Figure 17: Newberry Alternative 1 (New-1) Newberry Road Inset

Provide Second Right Turn Lane
to Through-Left

Contrete Sidewalk

UTES (MOSFECT HILL ROAD)

LEGEND

Biuminous Concrete Sidewalk
Landscaping I Vagesation

Note: California Foods

SCALE 37 = 120*

2.3.3.2 Newberry Alternative 2 (New-2)

Alternative New-2 would attempt to address the existing traffic operational deficiencies at the Newberry Road intersection by installing a presignal to control the merge between the I-91 off-ramps. Based on preliminary analysis and discussions with the advisory committee it was

A presignal is a signalized intersection that is placed in advance of an intersection. In this instance it would control the merging of two parallel streams of traffic from the I-91 northbound and southbound off-ramps.

decided to not further pursue this alternative for the following

- Despite acceptable delays, it is possible that queuing distance is limited on the northbound off-ramp and queues could extend back to mainline I-91
- Space is limited to provide advance signing of the lane configuration at the presignal, which could lead to additional merging congestion and sideswipe collisions as drivers compete for space in their desired lane
- Queues would extend further down the northbound off-ramp than they currently do under existing conditions, possible leading to increases in the number of rear end collisions, with some potentially at high speed.



Figure 18: Newberry Alternative 2 (New-2)

reasons:

Table 17: Evaluation Criteria for Newberry Alternative 2 (New-2)

Objective	Rating	Notes
Turn lanes	A	Turn lanes provided at all intersections
Traffic operations	198	Operations would deteriorate under future Build scenario volumes
Queuing	_	Could exacerbate queueing Issues on the I-91 northbound off-ramp
Transit	_	New bus stops and shelters for development around Walmart
Bike / Ped	_	Addresses existing bicyclist and pedestrian deficiencies

2.3.3.3 Newberry Alternative 3 (New-3)

Alternative New-3 would address the existing queuing issues between the northbound and southbound off-ramps by realigning the southbound off-ramp so that it merged from the right of the northbound off-ramp. A review of travel patterns illustrated that a higher number and percentage of southbound vehicles turn right at the intersection with Route 5 as opposed to northbound vehicles.

After coordination with CTDOT, it was determined that this alternative should be included in a broader assessment of the operations of I-91 along this segment. Therefore, this alternative is recommended for further evaluation outside this study.

Table 18: Evaluation Criteria for Alternative New-3

Objective	Rating	Notes
Turn bnes	. 🛦	Turn lanes provided at all Intersections
Traffic operations	100	Operations would deteriorate under future Build scenario volumes without capacity improvements at the Newberry Road intersection
Queulng	Δ	Would improve but not eliminate merging operations between the northbound and southbound off- ramps
Transit	_	New bus stops and shekers for development around Walmart
Bika / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

Figure 19: Newberry Alternative 3 (New-3)



32 - Segmental Improvements - Newberry Aternative 3 (New-3)

2.3.3.4 Newberry Alternative 4 (New-4)

Alternative New-4 would address the existing queuing issues between the northbound and southbound off-ramps and operational deficiencies at the Route 5 / Newberry Road signalized intersection by reconfiguring the interchange with I-91 into a more traditional interchange. Newberry Road would be extended across I-91 to Main Street and two signalized intersections would be created with the northbound and southbound ramps.

After coordination with CTDOT, it was determined that this alternative should be included in a broader assessment of the operations of I-91 along this segment. Therefore, this alternative is recommended for further evaluation outside this study.

Table 19: Evaluation Criteria for Alternative New-4

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	A	Operations would exceed metrics for all traffic scenarios
Queuing	Δ	Would eliminate merging between southbound and northbound off-ramp. Geometry would limit the storage available for the northbound off-ramp
Transit	A	New bus stops and shelters for development around Walmart
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

Figure 20: Newberry Alternative 4 (New-4)



Newberry Alternative 5 (New-5)

Alternative New-5 would address the traffic operational deficiencies expected under the future Build scenario by providing additional capacity at the Newberry Road / I-91 ramps intersection. Bicyclist, pedestrian and transit improvements would be maintained from Alternative New-5.

Key Features:

Second eastbound through lane with receiving lane on Newberry Road

Improvements consistent with Alternative New I:

- Lengthen storage for northbound left turns at Newberry Road / I-91 ramps interaction
- Multi-use sidepath along east side of Route 5
 Sidewalk on the west of Route 5 from the Big Y driveway southerly
- New bus shelters near the Walmart driveway

Table 20: Evaluation Criteria for Alternative New-5

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	▲.	Operations would exceed metrics for all traffic scenarios
Queulng	int	No change to merge between off-ramps, although additional storage would help minimize queues generated by the traffic signal
Transit	A	New bus stops and shelters for development around Walmart
Bike / Ped	_	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost for this alternatives is \$1,200,000. This assumes that improvements initially recommended under Alternative New-I have previously been constructed. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 21: Newberry Alternative 5 (New-5) FORMER WALANA

34 - Segmental Improvements - Newberry Aternative 5 (New-5)

Traffic Operations (New-5)

Traffic operational analysis was conducted for Alternative New-5 using the Existing, Base and Build traffic forecasts. The addition of the second eastbound through lane alleviate delay sufficiently to allow intersection to meet the criteria for traffic operations, LOS D or better.

Intersection operations at the other two signalized intersection within the segment are expected to remain acceptable under each of the evaluated scenarios.

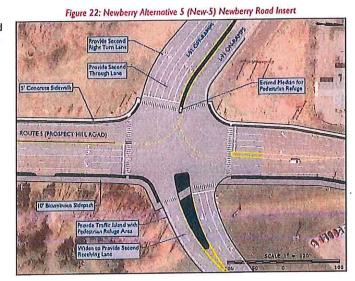
Table 21: Newberry Alternative 5 (New-5) Traffic Operations

	Weekday AM Peak				Weekday PM Peak		
Intersection	to the second se	Delay (sec / veh)		LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes							
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	A	4.8	0.23	В	11.0	0,62	
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	Α	7,3	0.38	В	16.8	0.71	
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	С	28.1	0.79	С	29.1	0.79	
Base (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	A	3.8	0.46	Α	8.2	0.56	
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	Α	5.4	0.47	В	16.9	0.78	
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	,C	29.4	0.85	D	• 39.3	0.88	
Build (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	A	4.1	0.52	В	11.8	0.71	
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	Α	5.4	0.54	В	19.7	0.88	
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	С	34.1	0.88	D	47.1	0.94	

Newberry Road Intersection (New-5)

At the Newberry Road Intersection, this alternative would add capacity to the eastbound and westbound approaches. On the west approach, the new capacity would be used as a second eastbound through lane, while also providing a second eastbound left-turn lane.

The east approach would be widened to include a second eastbound receiving lane, and an additional westbound lane, providing a second through lane. A refuge island would be provided to reduce the pedestrian crossing distance. Bicyclist, pedestrian and transit recommendations would be consistent with Alternative New-1.



2.3.4 Main / Thompson Segment

The Main / Thompson segment extends from the southern limits of the Newberry area southerly through the intersection with Thompson Road. It includes two signalized intersections, at Main Street and Thompson Road. The Main segment is illustrated on Figure 23, below. Alternatives developed for the Main segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

- Lack of bicyclist and pedestrian facilities along Route 5 and connecting north along Main Street towards the Warehouse Point neighborhood
- Intersection skew angle at Main Street, reduced distance between the Thompson Road and Main Street signalized

intersection contributes to decreased operational performance.

The segment includes Build Site 3, which incorporates infill development at three separate sites around the segment.

Two alternates were developed for the Main / Thompson segment, identified as Main-1 and Main-2. They are described in Table 22. These alternatives are detailed on the following pages.

Table 22: Main / Thompson Segment Alternatives

Alternative	Purpose
Main-I	Address bicyclist and pedestrian deficiencies
Hain-2	Realign Hain Street to reduce intersection skew, improving traffic operations and safety, incorporate bicyclist and pedestrian improvements recommended in Alterernative Hain-I

Figure 23: Main / Thompson Segment



2.3.4.1 Main / Thompson Alternative 1 (Main-1)

Alternative Main-I would address the existing bicyclist and pedestrian deficiencies in the Main / Thompson segment by providing new sidewalks and sidepaths along with crossing infrastructure at signalized intersections.

Key Features:

- Provide continuous sidepath, transitioning from east to west side of Route 5 at Main Street
- Sidewalk connection on west side of Route 5 from Main Street extending to the north
- Sidewalk connecting commercial plaza opposite Main Street with Thompson Road
- Reduce width of southbound connection between Route 5 and Main Street
- Provide for potential sidepath connection north to Warehouse Point along Main Street

Table 23: Evaluation Criteria for Alternative Main-I

Objective	Rating	Notes
Turn lanes	A	Turn lanes provided at all intersections
Traffic operations	Δ	Operations would exceed metrics for all traffic scenarios, would not address intersection skew
Queuing	ш	No improvement to distance between Main Street and Thompson Road Intersection
Transit	103	No bus shelters recommended for this segment
8ike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost for this alternative is \$750,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

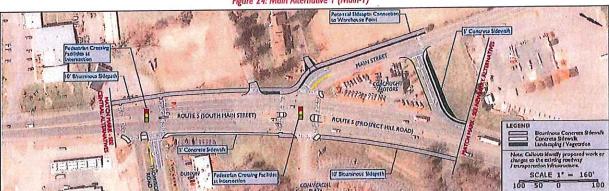


Figure 24: Main Alternative I (Main-I)

Traffic Operations (Main-I)

Traffic operational analysis was conducted for Alternative Main-I using the Existing, Base and Build traffic forecasts. The intersections within this segment are expected to operate acceptably under all

traffic scenarios. Some degradation in LOS and delay is expected to occur, particularly under the Bulld forecast, but the results indicate the intersections will operate well within the established criteria of LOS D or better.

Table 24: Main Alternative I (Main-I) Traffic Operations

	Weekday AM Peak				Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes							
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	12.8	0.72	В	12.8	0.74	
Route 5 (South Main Street) at Thompson Road	В	10.2	0.72	В	10.2	0.72	
Base (2040) Traffic Forecast					E UP STORY		
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway		13,5	0.80	С	21.5	0.84	
Route 5 (South Main Street) at Thompson Road	B	16.3	0.80	В	18.1	0.84	
Build (2040) Traffic Forecast			HOP MADE	45 3 11		er dydesy.	
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway		27.7	0.94	C	23.0	88.0	
Route 5 (South Main Street) at Thompson Road	С	20.6	0.94	В	19.1	0.88	

2.3.4.2 Main Alternative 2 (Main-2)

Alternative Main-2 would address the existing bicyclist and pedestrian and intersection skew deficiencies by realigning Main Street to intersection Route 5 at a perpendicular angle.

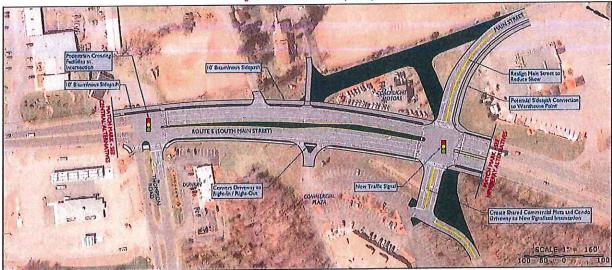
Key Features:

- Realign Main Street to create perpendicular intersection with increased spacing between Main Street and Thompson Road
- Similar bicyclist and pedestrian amenities as Alternative Main2
- Combined driveway serving commercial plaza and condo
 complex
- Convert existing commercial driveway to right-in / right-out

Table 25: Evaluation Criteria for Alternative Main-2

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	_	Operations would exceed metrics for all traffic scenarios and increased storage distance between Main Street and Thompson Road
Queuing	A	Storage distance increased between Main Street and Thompson Road
Transit	100	No bus shelters recommended for this segment
Bike / Ped	A	Addresses existing blcyclist and pedestrian deficiencles

Figure 25: Main Alternative 2 (Main-2)



40 - Segmental Improvements - Main / Thompson Alternative 2 (Main-2)

The estimated cost for this alternative is \$2,725,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Traffic Operations

Traffic operational analysis was conducted for Alternative Main-2 using the Existing, Base and Build traffic forecasts. The intersections within this segment are expected to operate acceptably under all traffic scenarios. Some degradation in LOS and delay is expected to occur, particularly under the Build forecast, but the results indicate the intersections will operate well within the established criteria of LOS D or better.

Table 26: Main Alternative 2 (Main-2)

Table 26: Wall Alternat	ING Z (MID)	11-2)				
		Weekday AN	1 Peak	Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes	2010 00111					
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	15.2	0.63	В	17.1	0.74
Route 5 (South Main Street) at Thompson Road	В	18.1	0.63	В	11.8	0.74
Base (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	15.8	0.73	В	19.0	0.84
Route 5 (South Main Street) at Thompson Road	В	15.9	0.73	В	19.0	0.84
Build (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway		19.2	0.84	С	23.5	0.88
Route 5 (South Main Street) at Thompson Road	В	18.3	0.84	В	19.5	88,0

2.3.5 Central Segment

The central segment extends from the Thompson Road intersection southerly to south of Tromley Road. The central segment is illustrated in more detail on Figure 26, below. Alternatives developed for the central segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

- Poor existing traffic operations at South Water Street, LOS F in both the AM and PM peak periods
- Expected deterioration of traffic operations at Tromley Road under the Build scenario, resulting in LOS F in both the AM and PM peak periods
- Lack of bicyclist, pedestrian and transit amenities

As discussed in future conditions assessment, the future Build scenario traffic volumes in this area of the corridor are dependent on significant future development. The study recommends an interactive improvement program designed to address existing deficiencies and plan for future growth.

Table 27: Central Segment Alternatives

Alternative	Purpose
C-I	Address existing traffic operational deficiencies at South Water Street and lack of bicyclist, pedestrian and transit amenities
C-2	Address deteriorated traffic operations under the future Build scenario

Legend

Existing Signalized Intersection

Base Scenario Development

Build Scenario Development

East. Wijidsv

High School

High School

Pasta

Commans

Signalized

See Southern Segment

See Southern Segment

A Signalized

See Southern Segment

See Southern Segment

A Signalized

See Southern Segment

Figure 26: Central Segment

Central Alternative 1 (C-1)

Alternative C-I would address the existing deficiencies and expected deficiencies under the future Base scenario in the central segment by providing additional southbound capacity on Route 5 and providing new sidewalks, sidepaths and transit amenities.

Key Features:

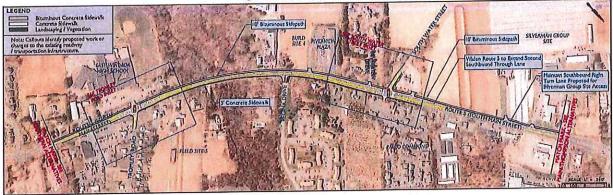
- Extend second southbound through lane beyond South Water Street
- Provide sidepath along west side of Route 5 Provide sidewalks along the east side of Route 5
- Allow for potential future sidepath connection north to Warehouse Point along South Water Street
- Add transit stop amenities near South Water Street and **Tromley Road**

Table 28: Evaluation Criteria for Alternative C-1

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	Δ	Satisfactory operations under Existing volumes and Base scenario, operations would deteriorate under Build scenario
Queulng	100	Queueing distances become lengthy during the Base scenario and deteriorate further under the Build scenario
Transit		Two new sets of bus shelters provided
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$4.8 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 27: Central Alternative 1 (C-1)



Traffic Operations (C-1)

Traffic operational analysis was conducted for Alternative C-I using the Existing, Base and Build traffic forecasts. The intersections within the segment are expected to acceptably under the existing traffic volumes and the Base scenario, though some delays and queueing will occur at Tromley Road, particularly during the AM peak period.

The implementation of the potential developments outlined in the Build scenario, particularly at Build Site 5, would likely cause traffic operations to deteriorate under this alternative, particularly at Tromley Road. The increases in northbound and southbound through traffic at both South Water Street and Tromley Road indicate a need to provide additional capacity to provide acceptable operations under the Build scenario. For this purpose, Alternative C-2 has been developed.

Table 29: Central Alternative 1 (C-1) Traffic Operations

NAMES OF TAXABLE PARTY OF TAXABLE PARTY.	To a series	Weekday AN	1 Peak	Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes			Maria de			
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway		8.6	0.70	Α	8.6	0.70
Route 5 (South Main Street) at Tromley Road	В	15.2	0.79	В	15.2	0.79
Base (2040) Traffic Forecast						SECTION.
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway		7.1	0.67	В	14.0	0.86
Route 5 (South Main Street) at Tromley Road	С	30.6	1.01	D	45.4	1.06
Build (2040) Traffic Forecast						
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway		7.9	0.80	E	66.6	1.24
Route 5 (South Main Street) at Tromley Road	E	58.8	1.14	F	181.6	1.62

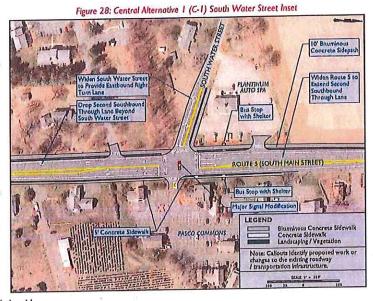
South Water Street Intersection (C-I)

At the South Water Street intersection, this alternative would provide additional capacity to address existing operational deficiencies. Pedestrian, bicyclist and transit amenities would also be provided. The additional capacity would be in the form of the second southbound through lane and an eastbound right-turn lane. The second southbound through lane would be dropped south of the intersection. The extension distance and taper distance would be compliant with CTDOT's Highway Design Manual.

The proposed multi-use sidepath would follow the west side of Route 5, with sidewalks provided on the east side to facilitate pedestrian connectivity with Pasco Commons and with residential developments to the south.

Bus shelters are recommended on both sides of Route 5, north of the intersection with South Water Street. For northbound buses, the existing wide shoulder, approximately eight feet wide, would serve as a de facto bus pullout. For southbound buses, a near-side stop is recommended, due to the private road intersection and

lane merging activity south of the intersection. A widened shoulder is proposed to reduce the effect of the near-side stop on vehicular operations. These stops would provide access to Pasco Commons, adjacent residential development and the proposed Silverman Group development site.



Tromley Road Intersection (C-I)

At the Tromley Road intersection, this alternative would provide additional capacity on the Tromley Road approach to address existing operational deficiencies. The additional capacity would be in the form of a westbound right-turn lane. The existing Route 5 approaches would be widened slightly to provide eight foot wide shoulders, providing the ability for right turning vehicles to bypass through traffic.

The proposed multi-use sidepath would follow the west side of Route 5. It is recommended that the Town consider making parking in the East Windsor High School parking lot available for sidepath users. A sidewalk is recommended on the east side of Route 5 north of the intersection. This sidewalk would provide pedestrian access from the High School to the numerous residential properties along Route 5 and within the residential complex on Regina Drive.

Bus shelters are recommended on both sides of Route 5, as far-side bus stops. In these areas a widened 8 foot shoulder would be provided, see previous discussion regarding right turning traffic, which would reduce the effect of the stops on through vehicle operations. These stops would provide access to the High School (an employment center), other

2,3.5.2 Central Alternative 2 (C-2)

Alternative C-2 would address the traffic operational deficiencies expected to occur under the Build scenario by providing additional through capacity on Route 5. The sidewalks, sidepaths and transit amenities would remain consistent with Alternative C-1 but would need to be reconstructed to facilitate the roadway widening.

ROUTES (SOUTH MAIN STREET)

RO

employers, and residents to the north along Regina Drive. They would also serve new development on Build Site 5, located just to the north of the intersection.

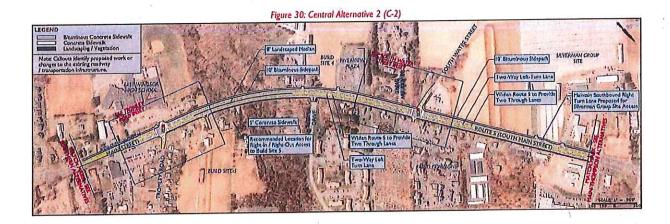
Key Features:

- Widen Route 5 to provide two through lanes in each
- direction between Thompson Road and Tromley Road Provide two-way left turn lane in areas with concentration of commercial and consolidated residential access
- Provide landscaped median in other areas as traffic calming and safety measure
- Relocate or maintain similar bicyclist, pedestrian and transit improvements as Alternative C-I

Table 30: Evaluation Criteria for Alternative C-2

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	A	Satisfactory operations under all traffic forecast scenarios
Queuing	_	Provision of two through lanes would reduce queue lengths
Transit		Two new sets of bus shelters provided
Bika / Ped	_	Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$9.5 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.



Traffic Operations (C-2) .

Traffic operational analysis was conducted for Alternative C-2 using the Existing, Base and Build traffic forecasts. The intersections within the segment are expected to operate acceptably under all scenarios. Under the Build scenario, the development of Build Site 5, north of Tromley Road, is expected to primarily utilize Tromley Road for access from the north and to the south. This would avoid the need for the introduction on left-turning traffic onto Route 5.

As a result, traffic volumes would increase substantially on Tromley Road, particularly the number of vehicles making a westbound left turn during the PM peak hour. The analysis indicates that this would result in an overall intersection LOS C. As development plans for Build Site 5 are advanced, care should be taken to ensure the Tromley Road approach to Route 5 operates acceptably.

Table 31: Central Alternative 2 (C-2) Traffic Operations

AND THE PROPERTY OF THE PROPER		Weekday AN	1 Peak		Weekday PM Peak		
Intersection	Los	Delay (sec /		Los	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes						1300	
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway		5.7	0.61	Α	6,0	0.57	
Route 5 (South Main Street) at Tromley Road		7.2	0,52	A	6,5	0.46	
Base (2040) Traffic Forecast					Miles States		
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway		7.2	0.58	В	16.5	0.79	
Route 5 (South Main Street) at Tromley Road		11.4	0.72	A	9.5	0.58	
Build (2040) Traffic Forecast							
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway		9.5	0.73	В	19.4	0.91	
Route 5 (South Main Street) at Tromley Road		12.3	0,83	С	21.4	1.14	

South Water Street Intersection (C-2)
At the South Water Street intersection, this alternative would provide additional capacity to address expected operational deficiencies under the Build scenario.
Pedestrian, bicyclist and transit amenities would be provided, generally consistent with Alternative C-1. The additional capacity would be in the form of additional through lanes for both northbound and southbound Route 5. An eastbound right turn lane is also recommended on South Water Street. Along Route 5 in either direction, a two-way left turn lane would be provided due to the concentration of driveways near this intersection.

The one change from the bicyclist, pedestrian and transit recommendations between Alternative C-1 and C-2 is in the placement of the southbound bus stop. Alternative C-2 would relocate the stop to the far side of the signalized intersection at South Water Street. For both stops near the intersection at South Water Street, eight foot shoulders would be provided on Route 5. In addition to improving the ability for right-turning vehicles to bypass queued vehicles, the wide shoulder would reduce the effect of the bus stops on vehicular operations.

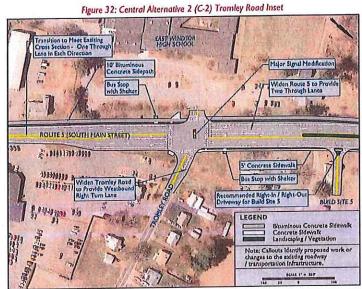


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Tromley Road Intersection (C-2)

At the Tromley Road intersection, this alternative would provide additional capacity on Route 5 to address expected deficiencies under the Bulld scenario. The additional capacity would be in the form of two through lanes in each direction on Route 5. Immediately to the south of the intersection, Route 5 would transition to match its existing cross section, containing one through lane in each direction. Widened, eight foot, shoulders would be provided on both sides of Route 5.

Bicyclist, pedestrian and transit accommodations would be consistent with those provided under Alternative C-2.



2.3.6 Southern Segment

The southern segment extends from north of the Phelps Road (Route 191) intersection southerly to Scantic Road. Scantic Road is the southern boundary of the study area. The southern segment is illustrated in more detail on Figure 33, below. Alternatives developed for the southern segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

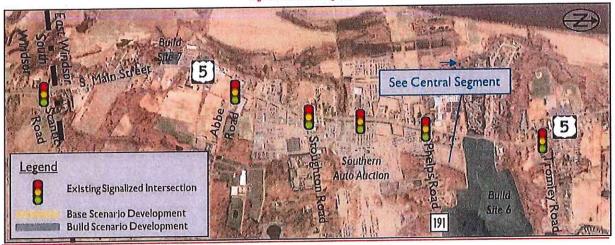
- Lack of turn lanes at signalized intersection
- Lack of bicyclist and pedestrian amenities
- Increasing delays and queuing under future volumes
- Access management deficiencies in the form of overly-wide driveways and numerous curb cuts
- Elevated crash rates on segments between Stoughton Road and Phelps Road

As discussed in the future conditions assessment, the future Build scenario traffic volumes in this area of the corridor are dependent on significant future development. The study recommends an interactive improvement program designed to address existing deficiencies and plan for future growth.

Table 32: Southern Segment Alternatives

Alternative	Purpose
S-1	Provide turn lanes at signalized intersections, and address other existing deficiencies
S-2	Address deteriorated traffic operations under the future Build scenario, north of Southern Auto Auction
S-3	Address deteriorated traffic operations under the future Build scenario south of Southern Auto Auction

Figure 33: Southern Segment



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2.3.6.1 Southern Alternative I (S-I)

Alternative S-I would address the existing deficiencies in the southern segment but adding turn lanes at signalized intersections, reconfiguring Route 5's lane arrangement in the vicinity of Southern Auto Auction and provide a sidepath.

Key Features:

- Provide turn lanes at all signalized intersections
- Reconfigure Route 5 between Stoughton Road and Tromley Road using a road diet
- Provide a sidepath along the west side of Route 5

A road diet is a reduction in the number of travel lanes, typically including the conversion of an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left turn lane. (FHWA)

Table 33: Evaluation Criteria for Alternative S-1

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	Δ	Satisfactory operations under Existing and Base scenarios, Delays would increase under the Build scenario.
Queuing	665	Satisfactory queuing under Existing scenario, Queues would lengthen significantly under the Base and Build scenarios.
Transit	pai.	Based on the current and proposed land uses, opportunities for bus stops with shelters are limited
Bike / Ped	<u> </u>	Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$7.4 million. It is anticipated that the road diet conversion could be accomplished via the state's Vendor-in-Place pavement program. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 34: Southern Alternative 1 (S-1) (1 of 2)



Figure 35: Southern Alternative 1 (S-1) (2 of 2)



The purpose of the road diet between Phelps Road and Stoughton Road is to address the elevated crash rates in the areas where the existing Route 5 merges from two lanes to one (southbound approaching Stoughton Road and northbound approaching Phelps Road). These two merge lengths do not meet modern design standards, there is not sufficient distance to provide merge lengths between the signalized intersections that meets the standard.

Traffic Operations (S-I)

Traffic operational analysis was conducted for Alternative S-1 using the Existing, Base and Build traffic forecasts. The intersections in the segment are expected to operate acceptably under the existing traffic volumes and the Base scenario. The results are presented in Table 34, following.

The implementation of the potential developments under the Build scenario would cause a deterioration of traffic operations in the form of LOS E at the Southern Auto Auction driveway intersection. Other intersections within the corridor would experience volume to capacity ratios in excess of 1.0. This means that volume would exceed capacity and that queues would continue to extend throughout the peak period. Based on this expected deterioration of operations, Alternatives S-2 and S-3 have been developed

Table 34: Southern Alternative 1 (S-1) Traffic Operations

MATERIAL STATE OF THE PROPERTY OF THE SAME AS A STATE OF	WE WAS	Weekday AM	1 Peak	Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes			Santarity.	9743		
Route 5 (South Main Street) at Phelps Road (Route 191)		3.7	0.65	Α	7.4	0.67
Route 5 (South Main Street) at Southern Auto Auction (SAA) Driveways)	A	8.7	0.67	Α	9.8	0.77
Route 5 (South Main Street) at Stoughton Road	A	7.9	0.61	Α	6.9	0.74
Route 5 (South Main Street) at Abbe Road	A	8.3	0.57	Α	5.2	0.71
Route 5 (South Main Street) at Scantic Road	A	7.3	0.60	Α	4.7	0.44
Base (2040) Traffic Forecast					All Comments	
Route 5 (South Main Street) at Phelps Road (Route 191)		5.5	0.77	Α	8.1	0.84
Route 5 (South Main Street) at SAA Driveways		18.1	0.89	С	23.1	0.96
Route 5 (South Main Street) at Stoughton Road	A	9.0	0.77	В	15.4	0.94
Route 5 (South Main Street) at Abbe Road	В	11.0	0.71	Α	8.1	0.88
Route 5 (South Main Street) at Scantic Road	В	14.1	0.71	Α	8.9	0.66
Build (2040) Traffic Forecast	Te in					
Route 5 (South Main Street) at Phelps Road (Route 191)		24.8	1.07	D	46.7	1.09
Route 5 (South Main Street) at SAA Driveways		57.4	1.18	E	65.9	1.17
Route 5 (South Main Street) at Stoughton Road		14.1	0.97	D	54.0	1.15
Route 5 (South Main Street) at Abbe Road	В	17.2	0.91	С	29.6	1.06
Route 5 (South Main Street) at Scantic Road	В	15.4	0.79	Α	9.8	0.73

Phelps Road (Route 191) Intersection (S-I)

At the Phelps Road intersection, this alternative would widen Route 5 to provide a southbound left turn lane. Phelps Road would be widened to provide an eight foot wide shoulder, allowing right turning vehicles the opportunity to bypass left turning traffic.

The northbound right turn lane would be retained as part of the reconstruction of Route 5. South of the intersection the roadway configuration would transition to the road diet section. This would convert the existing four-lane section to a three-lane section with a two-way left-turn lane.

A landscaped median would be provided south of the intersection, shadowing the southbound left turn lane. The proposed multi-use sidepath would follow the west side of Route 5.

Stoughton Road Intersection (S-I)

At the Stoughton Road intersection, this alternative would widen Route 5 to provide northbound and southbound left turn lanes. South of the intersection, the roadway would transition to its existing two-lane section, one lane in each direction.

Figure 36: Southern Alternative 1 (S-1) Phelps Road Inset

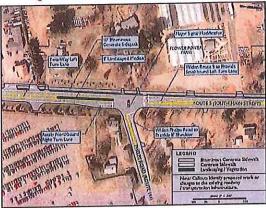
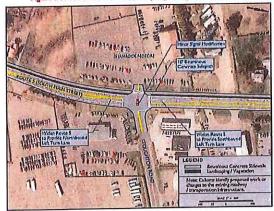


Figure 37: Southern Alternative 1 (S-1) Stoughton Road Inset



Abbe Road Intersection (S-I)

At the Abbe Road intersection, this alternative would widen Route 5 to provide northbound and southbound left turn lanes and a southbound right turn lane. North and south of the intersection, Route 5 would transition to its existing cross section, with one lane in each direction. The proposed multi-use sidepath would follow the west side of Route 5.

Scantic Road Intersection

At the Scantic Road intersection, this alternative would provide a southbound left turn lane to Scantic Road and the land uses on the east side of Route 5. Due to the wide landscaped median south of the intersection, an offset southbound left turn lane is recommended.

An offset let turn lane provides improved sight distance and helps improve driver's ability to correctly judge gaps in traffic. It separates the left turn lane from the same direction through lanes. (AASHTO)

Figure 38: Southern Alternative 1 (S-1) Abbe Road Inset

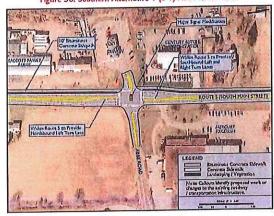


Figure 39: Southern Alternative 1 (5-1) Scantic Road Inset



2,3,6,2 Southern Alternative 2 (S-2)

Alternative S-2 would address the expected traffic operational deficiencies under the Base and Bulld scenarios between Tromley Road and Phelps Road. The sidepath recommended in Alternative S-I would need to be relocated to facilitate the widened roadway. This alternative would be a continuation of the recommendations in Central Alternative 2 (C-2). The southern boundary of this alternative would have the roadway transition to meet Southern Alternative I (S-I).

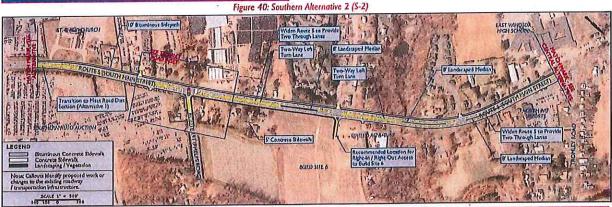
Key Features:

- Widen Route 5 to provide two through lanes in each direction
- Provide two-way left turn lane in areas with concentration of commercial and consolidated residential access
- Provide landscaped median in other areas as traffic calming and safety measure
- Bus stops with shelters near Phelps Road / Build Site 6
- Relocate or maintain similar bicyclist and pedestrian improvements as Alternative S-1

Table 35: Evaluation Criteria for Alternative S-2

Objective	Rating	Notes
Turn lanes	A	Turn lanes provided at all intersections
Traffic operations		Satisfactory operations under all scenarios.
Queuing	Δ	Satisfactory queuing under all scenarios.
Transit	Δ	Transit stop and amenities recommended to serve , Phelps Road and Build Site 6
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$10.2 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.



57 – Segmental Improvements – Southern Alternative 2 (S-2)

Traffic Operations (S-2)

Traffic operational analysis was conducted for Alternative S-2 using the Existing, Base and Build traffic forecasts. The intersection of Route 5 and Phelps Road, the only signalized intersection within the limits of this alternative, would operate acceptably under all forecasts.

The introduction of this alternative would only be warranted if developments of the scale identified in the Build scenario occur. CTDOT and the Town should monitor future development plans. As any plans become realities, the need to widen this segment of Route 5 should be considered, based on the projected traffic demands.

Table 36: Southern Alternative 2 (S-2) Traffic Operations

AND THE PARTY OF T	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes						
Route 5 (South Main Street) at Phelps Road (Route 191)	A	2.4	0.34	Α	5.0	0,36
Base (2040) Traffic Forecast						
Route 5 (South Main Street) at Phelps Road (Route 191)	Α	4.6	0.42	Α	4.8	0.45
Build (2040) Traffic Forecast		PARTY CANTERNA	NEW OF B			
Route 5 (South Main Street) at Phelps Road (Route 191)	A	6.8	0.62	Α	7.3	0.59

Phelps Road (Route 191) Intersection (S-2)

At the Phelps Road intersection, this alternative would widen Route 5 to provide two through lanes in each direction. With the improved overall operation of the intersection, the existing northbound right turn lane would be converted to a through-right lane. An eight foot shoulder would be provided on northbound Route 5.

The proposed multi-use sidepath would follow the west side of Route 5. New bus stops with shelters and sidewalks are proposed. The two bus stops would be far-side stops. Sidewalk connections are recommended to be provided to Build Site 6.

Two-Way Left
Turn Lane (Typ.)

Figure 41: Southern Alternative 2 (S-2) Phelps Road Inset

2.3.6.3 Southern Alternative 3 (S-3)

Alternative S-3 would address the expected traffic operational deficiencies under the Base and Build scenarios between Phelps Road and Scantic Road. The sidepath recommended in Alternative S-1 would need to be relocated to facilitate the widened roadway. This alternative would be a continuation of the recommendations in Southern Alternative 2 (S-2).

Key Features:

- Widen Route 5 to provide two through lanes in each direction
- Provide two-way left turn lane in areas with concentration of commercial and consolidated residential access
- Provide landscaped median in other areas as traffic calming and safety measure
- Relocate or maintain similar bicyclist and pedestrian improvements as Alternative S-I

Table 37: Evaluation Criteria for Alternative S-3

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Satisfactory operations under all scenarios,
Queuing		Satisfactory queuing under all scenarios.
Transit	B	Based on the current and proposed land uses, opportunkies for bus stops with shekers are limited
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$17.3 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 42: Southern Alternative 3 (S-3) (1 of 2)



60 - Segmental Improvements - Southern Alternative 3 (S-3)



Traffic Operations (S-3)

Traffic operational analysis was conducted for Alternative S-3 using the Existing, Base and Build traffic forecasts. The intersections within this segment would operate acceptably under all traffic scenarios. The introduction of this alternative would only be warranted if developments of the scale identified in the Bulld scenario occur. CTDOT and the Town should monitor future development plans. As any plans become realities, the need to widen this segment of Route 5 should be considered, based on the projected traffic demands.

Table 38: Southern Alternative 3 (S-3) Traffic Operations

	THE PERSON	Weekday AN	1 Peak	Weekday PM		Peak
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes						
Route 5 (South Main Street) at Southern Auto Auction (SAA) Driveways)	A	6.0	0.38	Α	4.0	0.41
Route 5 (South Main Street) at Stoughton Road	A	4.2	0.43	Α	3.6	0.45
Route 5 (South Main Street) at Abbe Road	A	4.2	0.44	Α	1.7	0.38
Route 5 (South Main Street) at Scantic Road	A	9.2	0.57	Α	6.8	0.50
Base (2040) Traffic Forecast						
Route 5 (South Main Street) at SAA Driveways	A	5.9	0.50	Α	4.3	0.51
Route 5 (South Main Street) at Stoughton Road	A	4.5	0.48	Α	5.2	0.51
Route 5 (South Main Street) at Abbe Road	Α	5.4	0.58	Α	2.5	0.46
Route 5 (South Main Street) at Scantic Road	В	13,8	0.82	Α	6.8	0.61
Build (2040) Traffic Forecast		No.				
Route 5 (South Main Street) at SAA Driveways	A	8.3	0.66	Α	5.4	0.61
Route 5 (South Main Street) at Stoughton Road	A	5.7	0.53	Α	9.6	0.61
Route 5 (South Main Street) at Abbe Road	A	6.2	0.58	Α	2.7	0.56
Route 5 (South Main Street) at Scantic Road	В	15.4	0.79	Α	6.7	0.65

Stoughton Road Intersection (S-3)

At the Stoughton Road intersection, this alternative would widen Route 5 to provide two lanes in each direction. Both north and south of the intersection, the roadway would feature a two-way left turn lane.

The proposed multi-use sidepath is recommended for the west side of Route 5.

Abbe Road Intersection (S-3)

At the Stoughton Road intersection, this alternative would widen Route 5 to provide two lanes in each direction. North of the intersection, the roadway would feature a two-way left turn lane. South of the intersection, a landscaped median is recommended. Sue to the proximity of the Century Auto & Truck Center driveway to the signalized intersection, consolidation of access with the adjacent Dunkin driveway is recommended.

The proposed multi-use sidepath is recommended on the west side of Route 5.

Figure 44: Southern Alternative 3 (S-3) Stoughton Road Inset

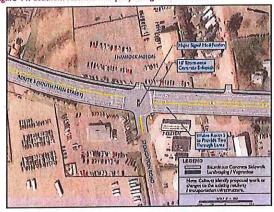


Figure 45: Southern Alternative 3 (S-3) Abbe Road Inset



Scantic Road Intersection (S-3)

At the Scantic Road intersection, this alternative would provide a southbound left turn lane to Scantic Road and the land uses on the east side of Route 5. Due to the wide landscaped median south of the intersection, an offset southbound left turn lane is recommended. The proposed multi-use sidepath could either terminate or be continued southerly into South Windsor.

Figure 46: Southern Alternative 3 (S-3) Scantic Road Inset)



3 Implementation Plan and Funding Opportunities

This section of the report summarized the recommended implementation plan for the alternatives analyzed in Chapter 2. It also identifies potential funding mechanisms that the Town of East Windsor, CRCOG and CTDOT.

3.1 Implementation Plan

The study team has identified three types of improvement recommendation from the previously identified alternatives:

Near Term: Improvements that address existing needs, are relatively low cost and low impact (environmental, ROW) and could / should be pursued immediately.

Mid Term: Improvements that address existing future Base scenario needs, are higher cost and could have potential environmental and ROW impacts. These alternatives would either require environmental review (if initiated immediately) or could have outside actions, such as development, that would trigger the need to implement them.

Long Term: Improvements that address future Build scenario needs, are high cost and likely require environmental and ROW impacts. These alternatives have outside actions, such as development, that would trigger the need to implement them.

The alternatives presented in Chapter 2 are listed in Table 39, right, and classified by the type of improvement recommendation.

3.2 Cost Estimating

Planning-level cost estimates were prepared for each alternative. Table 39, below, includes these costs for the current year (2021) and escalated to the year 2025 and 2030, using a rate of inflation of 3.5% consistent with CTDOT estimating guidelines. The costs are program costs, and include costs to complete engineering and necessary right-of-way acquisition in addition to construction.

Table 39: Implementation Plan

Alternative	Cost in 2021	Cost in 2025 \$	Cost in 2010 \$	Notes		
Near Term	THE PERSONS	安全国现在时间				
N-1	\$1,850,000	\$2,130,000	\$2,530,000			
New-I	\$2,000,000	\$2,300,000	\$2,730,000	Could all be implemented .		
Main-1	\$750,000	\$870,000	\$1,030,000	immediately		
C-1	\$4,800,000	\$5,510,000	\$6,550,000	(8)		
\$-1	\$7,400,000	\$8,500,000	\$10,090,000			
Mid Term	NUMBER OF STREET					
Main-2	\$1,250,000	\$1,440,000	\$1,710,000	Could be implemented immediately		
C-2	\$9,540,000	\$10.950,000	\$13,010,000	Should be implemented with development of MMCT casing other significant development o		
N-2	\$5,200,000	\$7,090,000	\$7,600,000	that ske and completion of Base scenario developments		
Long Term						
N-3	\$2,300,000	\$3,140,000	\$3,360,000	Should be implemented with		
New-5	\$1,200,000	\$1,380,000	\$1,640,000	development of the Build scenario		
5-2	\$10,190,000	\$11,700,000	\$13,010,000	sites		
5.3	\$17,300,000	\$12,860,000	\$23,580,000	inter		
Alternative	In Need of Fu	rther, Separate	Study			
New-3			100	Alternatives need to be evaluated		
New-4				Arternatives need to be evaluated		
Alternative	Dimissed					
New-2		E.	100 140	Alternative not recommended for further study		

3.3 Funding Opportunities

There are several different types of both state and federal funding that could be used by the Town, CRCOG and CTDOT. These are documented in Table 40, below. Additionally, as potential developments occur within the corridor, opportunities should be taken to improve the sidewalk, sidepath and transit amenities. The Town may also use the access management appendix in assessing potential changes to or new developments.

Table 40: Potential Funding Programs

Program	State / Federal	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal	Discretionary grant program managed by FHWA. Primary goal to improve air quality.
Local Transportation Capital Improvement Program (LoTCIP)	State	Discretionary grant program managed by CTDOT,
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Discretionary grant program managed by USDOT, prioritizes economy, safety and the environment
Local Capital Improvement Program (LoCIP)		State managed formula-based entitlement funds for municipal projects
Transportation Alternatives Program (TAP)	Federal	FHWA managed program funding non-driver access to transportation
Surface Transportation Program (STP)		The most flexible Federal-aid highway program
National Hishway Performance Program (NHPP)	Federal	Federal program aimed at helping highway facilities meet local performance measures

Bal 10-21-2021 Attachment C

First Selectmen's Report - October 21, 2021

Over the last two weeks, a LOT of my time has been spent on the drafting of the final report for the ERASE grant, which was presented to the Board of Selectmen this evening. You can find a link to that report at https://www.eastwindsor-

ct.gov/sites/g/files/vyhlif4381/f/news/erase grant final report 0.pdf.

I have received several calls or complaints pertaining to Watermill Landing, asking when it will be move-in ready. I am not aware of the site having any substantial work done this calendar year, although potential tenants tell me that the project developer continue to take deposits from people and promise that the units will be completed within three to four months. That same promise has been made for well over a year. I do not see how the units will be move in ready within that time frame based on the lack of performance. Out of concern for our residents who have reached out to me, I have alerted the Department of Consumer Protection (DCP) about the circumstances. To move forward, the DCP needs the consumers to file a complaint with the state. If anyone has had personal experience with this, and would like to file a complaint, please reach out to me at ibowsza@eastwindsorct.com. I have the necessary documentation and can help walk you through the process. Or you can contact the state Department of Consumer Protection directly at: Pamela.M.Brown@ct.gov.

The Trolley Museum continues to find creative ways to work towards their goal of redeveloping the museum into an even better living history museum. They are trying to participate in a program administered through the Department of Revenue Services that would allow for corporate donors to receive a tax credit equal to their contribution to the museum. I have agreed to serve as the town liaison with DRS for this project with the hope that the program would be available to other nonprofits in Town as well. The program will run again in the springtime.

Earlier today, I had the opportunity to be a guest speaker with the Park Hill Tenant Association. It was so nice to be able to visit with them again. The residents asked some great questions about economic development, services for seniors, COVID-19, and other issues of concern for seniors in East Windsor and the State of Connecticut. I hope they will have me back again soon!

The Town will hold the second annual Haunted Highway on October 28th from 5pm to 7pm at East Windsor Park. This was a very popular way for families to celebrate Halloween last year, and we are excited to bring the event back again. It is open to anyone, and admission will be \$5 per car. The proceeds from the Haunted Highway will go towards camp and youth sports scholarships in town next year.

East Windsor Social Services is asking for donations ahead of Thanksgiving this year. We are trying to help families in need in our community, and we are soliciting forty-five turkeys and 110 \$20-25 gift cards to local grocery stores. If you would like to donate, please contact Social Services on or before November 15th.

Next weekend marks Homecoming Weekend for East Windsor Public Schools. They have a full weekend of activities planned for students, including two night soccer games on Friday, 10/29. The girls' varsity team will play first at 5:15p.m., and the varsity boys will follow at 7:30p.m.

The annual Veteran's Day Road Race is coming up on November 6th. This year's race is dedicated to longtime member and past-chairman Warren Wenz, who passed away last year. Warren also served as

Senior Vice Commander of the Barry Poultor American Legion Post 40. Proceeds from the race go to scholarships, flags, and veterans in need. Pre-registration is now open, registration forms can be found on the Town's website. Same-day registration will begin at 8:30a.m., a Veteran's Day Ceremony will be held at 9am, and the race will kick off at 10am. Cash prizes will be awarded to the overall winner and by age brackets.

The Town is working on a Masterplan for Town Parks redevelopment, and a community listening session will be held on November 10th at 6:30p at in the John Daly Meeting Room in Town Hall.

The Town has employment opportunities that are posted or will be posted soon. They include:

- Assistant Town Planner/Zoning Enforcement Officer
- Administrative Assistant in Social Services (part time)
- Senior Center Nutrition Site Manager
- Assistant Assessor/Assessor's Aide
- Public Works Part-Time Maintainer

Anyone interested in applying should email a complete application to MLaBelle@eastwindsorct.com, Applications may be found on the Town's website.

Respectfully submitted,

Jason E. Bowsza First Selectman Bos 10-21- 2021 Attachment E

Selectman Nordell's report 10/21/21

On October 5th, I attended a Connecticut Water Company meeting in which they reported PURA did authorize the CWC a rate increase of 5%. The company has not gone up since 2010. For fire service the rate increase is less.

Low income applicants can qualify for a 15% rate decrease if they meet the requirements. Most town social services can assist applicants with this process. Anyone with a 90 day or greater delinquent water bill can enter a no interest payment plan with CWC simply by calling their billing department.

CWC has listed the North Main St and Depot Hill replacement project complete and will soon be starting on Water St.

On October 13th I attended the Police Commission meeting. They reported that again they have received a request for signs stating that trucks do not use Morris Road. This is not something that is enforceable by law. The signs could only simply say, "Trucks are requested not to use this road". Again the traffic authority and town feel this would not be a good use of taxpayer money and resources.

BOARD OF SELECTMEN TOWN OF EAST WINDSOR 11 RYE STREET BROAD BROOK, CONNECTICUT, 06016

SPECIAL MEETING Thursday, October 28, 2021 12:00 p.m.

Via Zoom Teleconference Meeting ID: 332 683 3563 Passcode: townhall

Meeting Minutes

These minutes are not official until approved at a subsequent meeting

Board of Selectmen

Jason E. Bowsza, First Selectman Marie DeSousa, Deputy First Selectman Alan Baker, Selectman Sarah Muska, Selectman Charlie Nordell, Selectman

1. TIME AND PLACE OF MEETING:

First Selectman, Jason E. Bowsza called the special meeting to order at 12:00 p.m. The Meeting is being held via teleconference.

2. PLEDGE OF ALLEGIANCE:

First Selectman Bowsza requested Selectman Baker lead the pledge of allegiance.

3. ATTENDANCE:

Jason E. Bowsza, First Selectman, Marie DeSousa, Deputy First Selectman, Alan Baker, Selectman, Sarah Muska, Selectman.

Absent: Selectman Nordell was not able to attend this meeting.

Public: Ed Filipone

4. PUBLIC PARTICIPATION:

No comments from the public.

MOTION: To GO INTO EXECUTIVE SESSION at 12:04 p.m. pursuant to CGS 200-6(b) to discuss strategy and negotiations with respect to pending claims or pending litigation. Attending the Executive Session were First Selectman Bowsza, Deputy First Selectman DeSousa, Selectman Baker and Selectman Muska.

Baker moved/DeSousa seconded/DISCUSSION:

VOTE: In Favor: DeSousa/Baker/Muska

(No one opposed/No abstentions)

Town of East Windsor Board of Selectmen Special Meeting Thursday, October 28, 2021 Meeting Minutes

Let the record show the Recording Secretary left the meeting at 12:04 p.m.

The Board came out of EXECUTIVE SESSION at 12:16 p.m.

7. VOTE ON SEPARATION AGREEMENT BETWEEN THE TOWN AND DAVID MCNEICE:

MOTION: To APPROVE the agreement between David McNeice and the Town of East Windsor and AUTHORIZE the First Selectman to sign the agreement effective today, October 28, 2021.

Muska moved/Baker seconded/DISCUSSION:

VOTE: In Favor: DeSousa/Baker/Muska (No one opposed/No abstentions)

8. ADJOURNMENT:

MOTION: To ADJOURN the Meeting at 12:18 p.m.

Muska moved/Baker seconded/DISCUSSION:

VOTE: In Favor: DeSousa/Baker/Muska

Melina V LaBell

(No one opposed/No abstentions)

Respectfully Submitted,

Melissa V. LaBelle

Executive Assistant

Recording Secretary

Board of Selectmen



Route 5 Corridor Study

Draft Recommendations and Implementation Plan

DATE: SEPTEMBER 20, 2021

PREPARED FOR:

Capitol Region Council of Governments

241 Main Street Hartford, CT 06106

PREPARED BY:

TranSystems Corporation

530 Preston Avenue Meriden, CT 0645

With the assistance of:

Fitzgerald & Halliday Inc.

416 Asylum Street Hartford, CT, 06103

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Introduction and Executive Summary

The study team developed a range of alternatives intended to address the study vision, goals and objectives. The alternatives include a mix of transportation improvements, intended to enhance mobility for vehicles, pedestrians, bicyclists and transit users. The vision, goals and objectives of the study are as follows:

The vision of the study it to create a multimodal transportation system that supports continued social and economic growth in the Route 5 corridor.

Goals:

- Ensue safe and consistent, vehicular, pedestrian and bicyclist traffic flow and access
- Establish bicyclist, pedestrian and transit options to enhance mobility choices by providing equitable levels of access to affordable and reliable transportation

Objectives:

- Provide turn lanes at all signalized intersections on Route 5
- · Provide LOS D or better at all signalized intersections
- · Minimize queues between intersections
- Provide transit service to key employment sites and destinations in the corridor
- Provide bicyclist and pedestrian facilities on Route 5 on at least one side of the street

Alternatives were analyzed and formulated into an implementation plan based on their expected time of implementation. These are defined as follows:

Near Term: Improvements that address existing needs, are relatively low cost and low impact (environmental, ROW) and could / should be pursued immediately.

Mid Term: Improvements that address existing future Base scenario needs, are higher cost and could have potential environmental and ROW impacts. These alternatives would either require environmental review (if initiated immediately) or could have outside actions, such as development, that would trigger the need to implement them.

Long Term: Improvements that address future Build scenario needs, are high cost and likely require environmental and ROW impacts. These alternatives have outside actions, such as development, that would trigger the need to implement them.

Table I, following, lists all of the studied alternatives, potential costs to implement and documents an implementation plan. The following sections discuss the alternatives in detail. Conceptual plans illustrating the alternatives are contained in an appendix.

Table 1: List of Studied Alternatives and Implementation Timeframe

Alternative C	Cost in 2021 \$	Cost in 2025 C				
	AND THE PARTY OF T	Cost in 2025 \$	Cost in 2030 \$	Notes		
Near Term						
N-I	\$1,850,000	\$2,130,000	\$2,530,000	. "		
New-I	\$2,000,000	\$2,300,000	\$2,730,000	Could all be implemented immediately		
Main-I	\$750,000	\$870,000	\$1,030,000	Could all be implemented infinediately		
C-I	\$4,800,000	\$5,510,000	\$6,550,000			
S-I	\$7,400,000	\$8,500,000	\$10,090,000			
Mid Term						
Main-2	\$1,250,000	\$1,440,000	\$1,710,000	Could be implemented immediately		
C-2	\$9,540,000	\$10,950,000	\$13,010,000	Should be implemented with development of MMCT casino or other significant development on that site		
N-2	\$5,200,000	\$7,090,000	\$7,600,000	and completion of Base scenario developments		
Long Term						
N-3	\$2,300,000	\$3,140,000	\$3,360,000			
New-5	\$1,200,000	\$1,380,000	\$1,640,000	Should be implemented with development of the Build scenario sites		
S-2	\$10,190,000	\$11,700,000	\$13,010,000	Should be implemented with development of the ballo scenario sites		
S-3	\$17,300,000	\$19,860,000	\$23,580,000			
Alternatives in	n Need of Fur	ther, Separate	Study			
New-3				Alternatives need to be evaluated in context of operations of mainline 1-91		
New-4				Alternatives need to be evaluated in context of operations of mainfille 1-71		
Alternative D	ismissed					
New-2				Alternative not recommended for further study		

2 Alternatives Analysis

This section will explain and document the alternatives developed and analyze their ability to satisfy the vision, goals and objectives.

2.1 Corridor-wide Enhancements

Several recommendations, particularly those affecting pedestrian, bicyclist and transit mobility, were evaluated within the context of the entire project corridor to ensure consistency throughout the corridor. The primary corridor-wide recommendations are to:

- Improve signal infrastructure, specifically modernize detection systems
- Provide bicyclist and pedestrian amenities on at least one side of Route 5 and to serve key destinations
- Provide transit amenities near key destinations and seek to improve transit service

2.1.1 Improve Signal Infrastructure

During the course of the existing conditions analysis the study conducted field work to evaluate whether the traffic signals were operating as expected via traffic modeling software. At several locations, traffic queues and delays appeared to be substantially greater than the modeling software indicated. Upon investigation, the study team identified several broken loop detectors that were fouling the operation of the coordinated signal system.

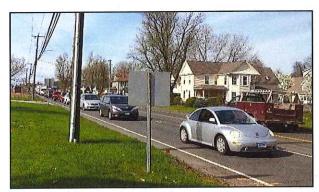
During the study, using public and private resources, the Town of East Windsor and CTDOT were able to install new video detection throughout the corridor. Field reviews and feedback from the public indicates that these change have had the desired effect of ensuring the traffic signals operate at their full capability for processing traffic efficiently.

2.1.2 Transit Improvement Opportunities

The transit and innovative mobility improvements can be categorized into two sections. The first deals with potential improvements in transit service to East Windsor. The second deals with specific infrastructure, specifically bus stops with shelters that are recommended within the study corridor.

2.1.2.1 Transit and Innovative Mobility Service Alternatives

Four preliminary alternatives have been developed as means to meet the future demand for the transit and mobility needs of the Route 5 corridor. This document includes a summary of the transit demand analysis that was included in the Future Conditions Assessment and four alternatives to add transit or innovative mobility services to the corridor. Innovative mobility services are included for consideration due to the low demand for traditional, fixed route transit.



Extensive Vehicle Queue on Route 5 Southbound at South Water Street prior to Replacement of Detection Systems

Summary of Transit Demand Analysis

The study team evaluated the future transit demand in East Windsor using published population and employment data from the State of Connecticut and the Commonwealth of Massachusetts for the selected design year of 2025. Three different types of demand were assessed: program (demand-response), non-program (local fixed route) and commuter (express). The results are documented in the following tables:

Table 2: Program and Non-Program Transit Demand

Demand Methodology	Annual Demand (trips per year)				
Program	13,317				
Non-Program	9,951				
Total	23,268				

The demand analysis, documented in more detail in the Future Conditions Assessment available on the study website, yielded the following conclusions:

- Demand for a new fixed route local bus services is limited.
- One small vehicle could support a demand-response service.
- There is limited demand to support new commuter routes to surrounding employment centers, particularly with the parallel CTrail Hartford Line service providing connectivity to Hartford and Springfield.

Table 3: Commuter Transit Demand

Potential Commuter	Daily Commutes to /	Miles to Potential	Transit	Exis	ting	2025		
Route Destination	from East Windsor	Destination	Mode Share	Annual Rides	Daily Rides	Annual Rides	Daily Rides	
Hartford	2,235	17	5%	53,000	208	56,710	222	
Springfield	425	17	2%	4,600	18	4,775	19	
Windsor Locks	428	6	2%	5,400	21	5,778	23	

Transit Alternative 1: Increase Current (Express) Transit Service in the Corridor

Prior to August 2021, CTtransit's Route 96 ran on Route 5 between Hartford and East Windsor on a few trips during the morning and evening peaks (towards Hartford in the morning; away in the evening). If employment in the corridor increases as expected, there should be an increase in reverse-commute transit service as well.

Instead of operating only a few Route 905 trips to East Windsor, this alternative envisions that a new route be created that follows the "E" trips on Route 905. The proposed routing is shown in Figure 1, right.

Because the anticipated job growth in the corridor would be mainly in warehousing (which has many shifts that are not the standard "9 to 5" shift), the schedule for this route will likely not be run on a standard headway. Rather, the schedule should be tailored around common shift times. For extremely early or late trips, East Windsor should approach the companies individually or the Chamber of Commerce to subsidize these trips.

The benefit of pursuing this alternative is that this would allow a relatively quick expansion of transit services to the town. The drawback would be that East Windsor could not directly control its transit service levels or schedules. Assumptions for this alternative include:

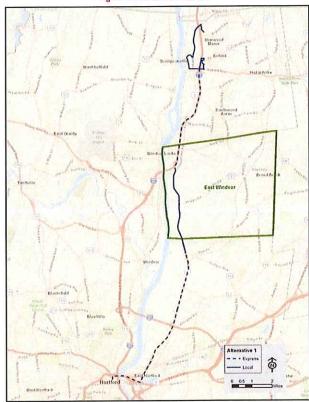
Service would be operated by the existing operator under the CTtransit express umbrella

There may need to be a subsidy for late night / off peak service to be provided by East Windsor or its partners. This cost assumes that 2 round trips will need to be subsidized at the forecasted cost per hour for CTtransit (\$127.09 multiplied annual inflation rate of 1.20% over

years equals \$134.71).

Initial Capital Cost: None Annual Operating Cost: \$129,600 Estimated Annual Ridership: 56,000

Figure 1: Transit Alternative 1



Transit Alternative 2: New Local Bus Fixed-Route from Windsor Locks Station

CTtransit is in the process of adding local bus service to the Windsor Locks Train Station, serving Amtrak and Harford Line service. A bus service from the station to Bradley International Airport, approximately 4 mile to the west, has been planned (Route 24) as well as adding two roundtrips from Hartford along Route 5.

The draft schedule for Route 24 shows several trips which have long layovers at Windsor Locks Station. The layovers are greater than 35 minutes, giving the buses sufficient time do a one directional loop in the Warehouse Point district of East Windsor and return to the station. This will allow riders from Hartford to be able to transfer from commuter trains and express buses to local bus service serving East Windsor.

Four trips are proposed—two in the morning and two in the evening peak.

This service could serve as a supplement the East Windsor Only Demand-Response System, described in Alternative 3, to reach even more local destinations.

The benefit of pursuing this alternative is that this would allow a relatively quick expansion of transit services to the town. Drawbacks would be that East Windsor could not directly control its transit service levels or schedules, and that only a small part of the town would be served by transit. Assumptions for this alternative include:

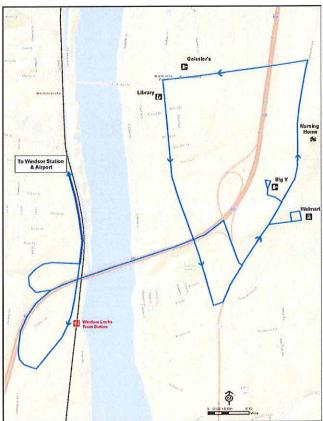
- Service would be operated by CTtransit
- CTtransit would "protect" these trips when making schedule adjustments in the future
- Big Y and Walmart will allow buses onto their property
- The running time for a round trip between the train station and the East Windsor loop does not exceed 27 minutes
- The estimated running time between Windsor Station and Windsor Locks Station rarely exceeds 37 minutes

This is a near term solution that can be implemented as soon as August 2021; when the station is moved to its new location, there is the possibility of all Route 24 trips being able to loop into East Windsor if the Windsor Locks Park and Ride is moved north as well.

Table 4: Proposed Route 24 Schedule (Courtesy CTtransit)

Dir	Start	Start Location	Initial Arrival at Endpoint	Arrival at Endpoint After Loop	End Location
NORTH	6:20	WINDSOR RR STN (CENTRAL ST CVS)	6:57	7:24	WINDSOR LOCKS RR STATION
NORTH	7:50	WINDSOR RR STN (CENTRAL ST CVS)	8:27	8:54	WINDSOR LOCKS RR STATION
NORTH	16:11	WINDSOR RR STN (CENTRAL ST CVS)	16:48	17:15	WINDSOR LOCKS RR STATION
NORTH	18:25	WINDSOR RR STN (CENTRAL ST CVS)	19:02	19:29	WINDSOR LOCKS RR STATION





Transit Alternative 3: East Windsor Only Demand-Response System This alternative would have East Windsor run their own demand-response transit system, which would supplement the limited CTtransit service that would remain in operation on Route 5. The system would use one vehicle. The service area would be confined to the East Windsor town limits (with two exceptions). Residents without access to a vehicle, or who are unable to drive because of a disability, would be the most likely users of this alternative.

- 24 hour advance notice will be needed to reserve a trip except at the Windsor Locks train station
- The other out of service area stops would include Enfield Square and Brookside Plaza (there would not be designated times when the vehicle would arrive at these stops; reservations are required)
- Subscription trips would be available
- Door to door service (due to lack of sidewalks in the area)
- The fare should be close to the current Enfield Transit (Magic Carpet Bus) demand response fare (approximately \$1 per ride with multi-ride passes offering discounted fares)
- Weekday service from 6:00 AM to 6:00 PM
- Service not available on the following holidays: New Year's Day; Good Friday before Easter; Memorial Day; Independence Day; Labor Day; Thanksgiving; Friday after Thanksgiving; Christmas Day

Definitions / Further Explanation:

Scheduled times: The proposed times at the Windsor Locks commuter rail station where a rider could board an East Windsor transit vehicle without a reservation follow (the minutes shown is the time it would take to make a transfer to/from the train):

Table 5: Transfer Times for Transit Alternative 3

Time	SB Train Transfer Time (Minutes)	NB Train Transfer Time (Minutes
9:00 AM	14	20
11:30 AM	7	
1:45 PM		10 .
5:15 PM		15

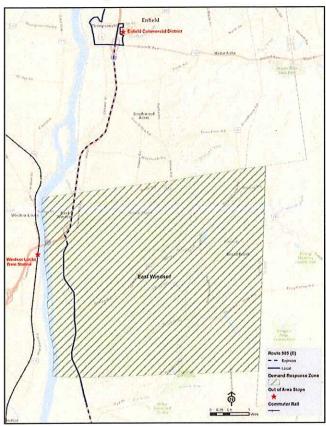
Other trips to the station could be made upon request at other times (subject to availability) and 24 hour advance notice would be required for those trips. In order to encourage riders to go to / from the station at these times, fares on these trips will be less than the standard demand response fare.

Assumptions for this alternative include:

- Initial capital cost for one vehicle (12 passengers, 2 wheelchairs) at the standard local match, assumed to be a Ford Starcaft Allstar shuttle bus
- Operating costs based on average cost per hour from NW and NE CT Transit Districts
- · Only program ridership demand would be served

Initial Capital Cost: \$13,000 Annual Operating Cost: \$126,378 Estimated Annual Ridership: 13,000

Figure 3: Transit Alternative 3



Transit Alternative 4: Subsidized Transportation Network Company (TNC) Service

This alternative would use the private sector (TNCs) to provide transit service to East Windsor town residents. Examples of TNCs include Uber and Lyft. East Windsor would pay the difference between the actual cost of a TNC ride and a flat fare that a rider would pay.

Characteristics of the service include:

- No advance notice will be needed to reserve a trip
- Subscription trips would not be available
- Door to door service (due to lack of sidewalks in the area)
- The fare would be \$5; any costs over that would be subsidized by East Windsor
- Out of service area stops would include the Windsor Locks train station and the Enfield commercial area
- · Service hours and days to be determined.
- Only registered riders from the ADA eligible population or those over 65 would be served to keep costs down!

Definitions/Further Explanation:

ADA eligible population: Those individuals having a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment. These impairments would be²:

 Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological, musculoskeletal, special sense organs, respiratory

- including speech organs, cardiovascular, reproductive, digestive, genito-urinary, hemic and lymphatic, skin, and endocrine;
- Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities;

Registered riders: Only riders from the ADA eligible population or over 65 who are registered would be eligible to use the service. For over 65, a proof of age will be needed; for those with a disability, an application would need to be filled out and reviewed.

TNCs drivers would provide all the rides with their existing business model, with the rider only paying a flat fare for a ride within the town of East Windsor and certain out of town locations. A model for how a transit agency can work with a TNC to provide service is Direct Connect, operated by Pinellas Suncoast Transit (PSTA). Direct Connect replaced a low performing fixed route in a suburban part of the PSTA service area, increasing the ridership in the area previously served by the fixed route. PSTA subsidizes the cost of TNC rides up to \$5.00 (with the remainder paid by the rider) within a 15 square mile service area for all riders, regardless of ADA eligibility. Because the potential service area is almost twice as large as Direct Connect's (26 versus 15 square miles), allowing everyone to access the service would be prohibitively expensive. Therefore, this alternative would focus on those with the most mobility needs in the community.

The biggest benefit to East Windsor is that there would be no capital costs; the town's only commitment would be to provide the operating subsidy. Also, the service days and hours would be more flexible than with a transit agency run demand response service—potentially, rides could be taken 24 hours a day, seven days a week.

¹ This means only program ridership demand would be served.

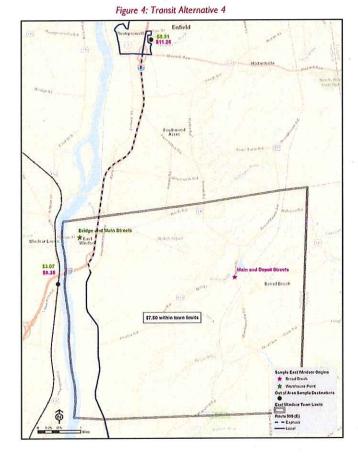
 $^{^2}$ The following definition of ADA eligible comes from the FTA "Transportation Services for Individuals with Disabilities", (49CFR37§3)

There are some large drawbacks, however. The cost to East Windsor would be higher than operating the transit service described in Alternatives I or 3, especially as it may be difficult to meet the equivalent service standard necessary to receive federal operating assistance. An additional issue is that, since most TNCs are considered an exclusive ride service, they are not eligible for FTA operating funds. Another barrier to partnering with TNCs is a lack of transparency from the TNCs. As private companies, TNCs consider their ride information proprietary, making it difficult for transit agencies to evaluate whether these partnerships are effective.

Assumptions for this alternative include:

- Costs shown on Figure 4 are from two sample origins in the population centers of East Windsor quoted for an Uber trip on September 24, 2020.
- The annual operation cost is calculated by the average subsidy (\$7.84) multiplied by the total program ridership (\$13,000).

Initial Capital Cost: None Annual Operating Cost: \$101,946 Estimated Annual Ridership: 13,000



2.1.2.2 Transit Infrastructure Improvements

Transit infrastructure improvements are recommended at several locations within the study corridor. Given the local climate and long headways between buses, passenger comfort should be considered at stop locations. For this reason, bus shelters are recommended at several locations along Route 5.

The study team evaluated the surrounding land uses for potential ridership demand and identified suitable locations for stops. In

particular, sites with current and expected future employment were identified.

The majority of stop locations would include a solar-powered illuminated shelter, with sidewalk connections to adjacent building uses. Specific detail is provided on a site by site basis in Section 2.3.



11 - Corridor-wide Enhancements - Transit

2.2 Bicyclist and Pedestrian Accommodations

To address the lack of bicyclist and pedestrian facilities throughout the corridor, the study team recommends the implementation of a 10 foot sidepath throughout the study corridor. Based upon the traffic volumes and speeds, all but the most experienced cyclists would be uncomfortable using an on-roadway bicycle lane or the roadway shoulder.

A sidepath is a designated path (typically bi-directional), for single use or shared use (i.e. bicyclists and pedestrians allowed) immediately adjacent to and parallel with (but separated from) the roadway. (USDOT)

The sidepath is recommended for the west side of Route 5 for the majority of the corridor. The Town should explore the potential expansion of the trail northerly to Enfield and southerly to South Windsor. Additional sidepath connections are also possible from the Route 5 corridor to Warehouse Point.

In addition to the sidepath, sidewalk connections on the opposite side of the street are recommended to

help complete the pedestrian network. These bicyclist and pedestrian recommendations are detailed further in Section 2.3.



Figure 6: Bicyclist and Pedestrian Recommendations

12 - Corridor-wide Enhancements

2.3 Segmental Improvements

The study team subdivided the Route 5 corridor into five segments or areas based on the characteristics of the roadway and the deficiencies identified in the Existing and Future Conditions Assessments. These segments are highlighted in Figure 7, below.



Figure 7: Corridor Subdivision for Alternatives Analysis

2.3.1 Evaluation Categories

The study team identified five evaluation categories to assess the relative performance of the identified alternatives. These categories have been chosen based on the study's vision, goals and objectives, available on the Corridor Vision, Goals and Objectives Statement. The categories are as follows:

- Turn lanes
- Traffic operations
- Queueing
- Transit
- Bike / Ped

The descriptions of the alternatives, beginning with Section 2.3.2, include a description of how and why each alternative addresses the criteria. Each category includes a range of potential results for each alternative. These results range from a filled in upward green arrow as the best possible result, to a hollow upward green arrow, a yellow box indicating a neutral result, to downward facing hollow and solid red arrows. A graphic depiction of the symbols is included in Table 6, right.

Table 6: Evaluation Category Ratings

Rating	Definition				
	Satisfies the category				
Δ	Partially satisfies the category				
	Neutral				
∇	Partially does not satisfy the category				
	Does not satisfy the category				

2.3.2 Northern Segment

The northern segment extends from the study's northern limits at the Enfield town line to the signalized intersection between Route 5 and the commercial driveways serving the Big Y plaza and a commercial development east of Route 5. The northern segment is illustrated in more detail on Figure 8, below. Alternatives developed for the northern segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

- Lack of bicyclist and pedestrian facilities along Route 5 and connecting to the Warehouse Point neighborhood
- · Lack of transit facilities
- Expected deterioration of traffic operations at the intersection of Route 5 and Route 140, resulting in LOS F

during the Base scenario PM peak, LOS E during the Build scenario AM peak and LOS F during the Build scenario PM peak

As discussed in Chapter 3, future traffic volumes in this area of the corridor are dependent on significant future development. In particular, the proposed MMCT casino site. While the future of that site is uncertain, there remain a strong desire from the Town to redevelop the site. Based on the uncertainty of the future traffic demand, the study includes an interactive improvement program designed to address existing deficiencies and plan for future growth.

Three alternatives have been developed for the northern section, identified as N-1, N-2 and N-3. They are described in Table 7 below. These alternatives are detailed on the following pages.

Table 7: Northern Segment Alternatives

Alternative	Purpose					
N-I	Address existing bicyclist and pedestrian deficiencies by provided a sidepath along Route 5 and pedestrian connections towards Warehouse Point and residential developments on Route 140.					
N-2	Address expected traffic operational deterioration at the Route 140 intersection under the Base scenario by providing additional intersection capacity. Provide new signalized intersection at proposed MMCT casino access drive.					
N-3	Address expected traffic operational deterioration at the Route 140 intersection under the Base scenario by providing additional intersection capacity.					

Figure 8: Northern Segment



2.3.2.1 Northern Alternative I (N-I)

Alternative N-I would address the existing deficiencies along the northern segment by installing a multi-use sidepath along Route 5 and providing key pedestrian connections to destinations along Route 140 to the east and west. N-I is depicted in Figure 9, below.

Key Features:

- Multi-use sidepath along west side of Route 5 extending northerly from Route 140 to the Enfield Town Line
- Multi-use sidepath along east side of Route 5 extending southerly from Route 140
- Sidewalk connection from Route 140 westerly towards
 Warehouse Point and the existing sidewalks west of 1-91
- Sidewalk connection from Route 140 easterly along Route 140 to connect with recently constructed housing
- Pedestrian and cyclist crossings at signalized intersections and driveways

Table 8: Evaluation Criteria for Alternative N-1

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Does not address future scenario traffic operational deficiencies
Queuing		No queueing issues along this segment of Route 5
Transit		New bus stops and shelters for development node around Route 140
Bike / Ped	1	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$1,850,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 9: Northern Alternative 1 (N-1)



16 - Segmental Improvements - Northern Alternative I (N-I)

Traffic Operations (N-I)

Traffic operational analysis was conducted for Alternative N-I using the Existing, Base and Build traffic forecasts. As intersection capacity improvements are not included as part of this alternative, the resulting traffic operations would be similar to the results presented in the existing and future conditions assessments.

To accommodate expected pedestrian patterns at the Route 140 intersection an exclusive pedestrian phase is recommended and has been modeled as part of the analysis as presented below.

Traffic operations for this alternative are expected to deteriorate under the Base forecast and further under the Build forecast. Should the development scenarios identified in those forecasts advance, additional capacity at the Route 140 intersection would be required.

Table 9: Northern Alternative 1 (N-1) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes						
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	44.9	1.09	D	44.9	0.85
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	2.7	0.19	Α	3.7	0.35
Base (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	F	114.0	1.70	F	96.7	1.38
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		23.5	1.14	В	20.0	0.86
Build (2040) Traffic Forecast		divented		198 114		
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	F	143.6	1.83	F	132.5	1.58
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	С	26.1	1.14	С	24.4	0.88

Route 140 Intersection (N-1)

At the Route 140 intersection, this alternative would provide bicyclist, pedestrian and transit facilities to address existing deficiencies. The proposed multi-use sidepath would transition from the east side of Route 5 south of the intersection to the west side north of the intersection. New sidewalks are recommended to connect to local destinations and proposed transit stops.

Due to the skew of the intersection, an exclusive pedestrian phase is recommended to allow for diagonal crossing. This adjustment to the signal operation is accounted for in the previously presented traffic analysis. This would allow sidepath users to cross diagonally rather than cross two legs of the intersection to continue on the sidepath.

Two transit stops are included as part of this alternative. Based on the previously discussed extension of the CTtransit Route 96, stops are proposed near the Route 140 intersection to serve the surrounding development node. Northbound buses would turn left from Route 5 to Route 140 and stop on shortly after the intersection on the north side of Route 140. There are two lanes on this location of Route 140, allowing vehicles to bypass a stopped bus. Southbound buses would turn right from Route 140 to

Figure 10: North Alternative 1 (N-1) Route 140 Inset



Route 5 and stop shortly after the intersection. The existing configuration of Route 5 features a wide shoulder that would serve as a *de facto* bus bay.

2.3.2.2 Northern Alternative 2 (N-2)

Alternative N-2 would address the same deficiencies as Northern Alternative I (N-I) and also address the traffic operational deficiencies expected to occur under the 2040 Base traffic forecast. Alternative N-2 is depicted in Figure II, below. This alternative would be considered as part of an iterative approach to maintaining satisfactory traffic operations at the intersection of Route 5 and Route I40. It should be considered if the former Showcase Cinema / MMCT casino site is developed at a similar scale to that shown in the Base development scenario.

Key Features:

- Second northbound left-turn lane and southbound right-turn lane at Route 140 intersection
- · New signalized intersection at the MMCT casino site
- · Landscaped islands at two locations
- Bicyclist / pedestrian / transit amenities consistent with Alternative N-1

Table 10: Evaluation Criteria for Alternative N-2

Objective	Rating	Notes					
Turn lanes		Turn lanes provided at all intersections					
Traffic operations	Δ	Does not address future scenario traffic operational deficiencies					
Queuing	A	No queueing issues along this segment of Route 5					
Transit		New bus stops and shelters for development node around Route 140					
Bike / Ped	_	Addresses existing bicyclist and pedestrian deficiencies					

The estimated construction cost to implement this alternative is \$5,200,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 11: Northern Alternative 2 (N-2)



Traffic Operations (N-2)

Traffic operational analysis was conducted for Alternative N-2 using the Existing, Base and Build traffic forecasts. The additional capacity provided at the Route 140 intersection enables this alternative to satisfy the study's traffic operational goals under the Base traffic forecast. However, the higher traffic volumes of the Build forecast

would still lead to delays at the Route 140 intersection. Improvements to the Route 140 intersection should be seen as iterative and dependent on specific developments moving forward.

For this alternative, the redevelopment of the former Showcase Cinema site / MMCT casino site as a *Major Traffic Generator* would prompt the implementation of this alternative. While the casino project had been initially approved by OSTA, the project has now been

suspended due to initiatives to implement online gambling. The study team expects that the Town of East Windsor will continue to seek redevelopment of this site as a major traffic generator.

To accommodate expected pedestrian patterns at the Route 140 intersection an exclusive pedestrian phase is recommended and has been modeled as part of the analysis as presented below.

Major traffic generators are developments of more that 100,000 SF of floor space or 200 or more parking spaces. They are regulated by the Office of the State Traffic Administration (OSTA).

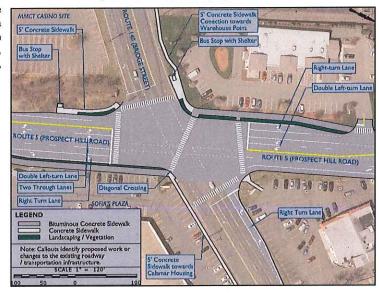
Table 11: Northern Alternative 2 (N-2) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max, V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes				Carried States		
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3.5	0.2	Α	6.9	0.45
Base (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3.5	0.2	Α	6.9	0.45
Build (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3.5	0.2	Α	6.9	0.45

Route 140 Intersection (N-2)

At the Route 140 intersection, this alternative would provide a new, second, left-turn lane on northbound Route 5 and a new right-turn lane on southbound Route 5, as illustrated in Figure 12, right. It would also maintain the bicyclist, pedestrian and transit amenities featured in Alternative N-1, covered in Section 2.3.2.1.

Figure 12: North Alternative 2 (N-2) Route 140 Inset



2.3.2.3 Northern Alternative 3 (N-3)

Alternative N-3 would address the same deficiencies as Northern Alternative 1 (N-1) and Northern Alternative 2 (N-2) while also addressing the traffic operational deficiencies expected to occur under the 2040 Build traffic forecast. A second northbound through lane would be provided at the Route 140 intersection to satisfy the study's goals for traffic operations. N-3 is depicted in Figure 13, below.

Key Features:

- Second northbound through lane at Route 140 intersection
- Traffic operational improvements and Bicyclist / pedestrian / transit amenities consistent with Alternatives N-1 and N-2

This alternative would be considered as part of an iterative approach to maintaining satisfactory traffic operations at the intersection of Route 5 and Route 140. It should be considered if the former Showcase Cinema / MMCT casino site and the site north of the Cracker Barrel are developed as shown in the Base and Build development scenarios.

Table 12: Evaluation Criteria for Alternative N-3

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	_	Meets operational goals for all traffic scenarios
Queuing		No queueing issues along this segment of Route 5
Transit		New bus stops and shelters for development node around Route 140
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$2,300,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

FORMER WALMAST

New Traffe Signal with Pedestrian Crossing Institute for Nov Development Drivway

Andreaged Island

ROUTE 5 (PROSEST HELEOAD)

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ROUTE 8 (PROSEST HELEOAD)

ROUTE 8 (PROSEST HELEOAD)

ROUTE 8 (PROSEST HELEOAD)

ROUTE 9 (PROS

Figure 13: Northern Alternative 3 (N-3)

22 - Segmental Improvements - Northern Alternative 2 (N-2)

Traffic Operations (N-3)

Traffic operational analysis was conducted for Alternative N-3 using the Existing, Base and Build traffic forecasts. The additional capacity provided at the Route 140 intersection enables this alternative to satisfy the study's traffic operational goals under the Base and Build traffic forecasts.. Improvements to the Route 140 intersection should be seen as iterative and dependent on specific developments moving forward.

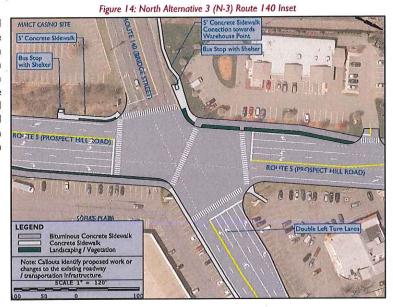
For this alternative, the redevelopment of the former Showcase Cinema site / MMCT casino site as a Major Traffic Generator and the addition of a Major Traffic Generator at Build Site I would prompt the implementation of this alternative.

Table 13: Northern Alternative 3 (N-3) Traffic Operations

		Weekday AM Peak			Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes							
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway	Α	3.5	0.2	Α	6.9	0.45	
Base (2040) Traffic Forecast				State of			
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		3.5	0.2	Α	6.9	0.45	
Build (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Route 140 (North Road / Bridge Street)	D	39.5	0.86	D	37.1	0.79	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Eversource Driveway	Α	9.4	0.56	В	10.3	0.69	
Route 5 (Prospect Hill Road) at MMCT Casino Driveway / Commercial Driveway		3.5	0.2	Α	6.9	0.45	

Route 140 Intersection (N-3)

At the Route 140 intersection, this alternative would provide an additional northbound through lane on Route 5. This would convert the existing northbound right-turn lane to a through-right. Route 5 north of the intersection would be widened to accommodate the second through lane, as illustrated in Figure 14, right. Shortly after the intersection the second lane would be dropped. It would also maintain the traffic operational improvements and bicyclist, pedestrian and transit amenities featured in Alternative N-1 and Alternative N-2, covered in Section 2.3.2.1 and 2.3.2.2.



2.3.3 Newberry Road Area

The Newberry Road area consists of Route 5 between Greenwoods Lane and the Big Y / commercial driveway. There are three signalized intersections along Route 5, at the Big Y driveway, Newberry Road and the I-91 Exit 44 On- and Off-ramps and at the Walmart / commercial plaza driveway. One base scenario development is included in this area, the Crossroads Cathedral. A build scenario development is also included, consisting of an expansion of the existing commercial plaza opposite from Walmart. Alternatives developed for the Newberry Road area sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

 Existing traffic operational deficiencies at the intersection with Newberry Road and the I-91 on- and off-ramps, with LOS E during both the AM and PM peak periods

- Queues from the merge between the two I-91 off-ramps that extend back towards the I-91 mainline
- Lack of bicyclist and pedestrian facilities along Route 5
- · Lack of transit facilities
- Expected deterioration of traffic operations at the intersection of Route 5 and Route 140, resulting in LOS F during the Base scenario PM peak and LOS F during the Build scenario PM peak

Five alternatives were developed for the Newberry Road area, identified as New-1, New-2, New-3, New-4 and New-5. They are described in, Table 14, following. These alternatives are detailed on the following pages.



Figure 15: Newberry Road

Table 14: Newberry Area Alternatives

Alternative	Purpose
	Reconfigure lane configuration on the I-91 off-ramp approach to the Newberry Road signalized intersection. Address existing bicyclist,
New-I	pedestrian and transit deficiencies by providing a sidepath along Route 5, with sidewalks providing key connections to developments
	along with transit stops.
NI 2	Install a pre-signal at the point the two I-91 off-ramps merge prior to the signalized intersection with Newberry Road. Based on initial
New-2	feedback this alternative is not recommended for further evaluation.
NI 2	Realign I-91 southbound off-ramp to merge from the right of the northbound off-ramp. Based on initial feedback, this alternative is
New-3	recommended for further analysis as part of a study of the interchange and adjacent segments of I-91.
	Extend Newberry Road to Main Street with a reconfigured interchange. Based on initial feedback, this alternative is recommended for
New-4	further analysis as part of a study of the interchange and adjacent segments of I-91.
NI F	Provide capacity improvements at the signalized intersection with Newberry Road to address deteriorating operations in the future bas
New-5	and build scenarios.

2.3.3.1 Newberry Alternative I (New-I)

Alternative New-I would address the existing deficiencies in the Newberry Road area by reconfiguring the I-91 off-ramp approach to the Route 5 / Newberry Road intersection, providing a multi-use sidepath along Route 5, providing key pedestrian connections to destinations along Route 5 and installing two bus shelters.

Key Features:

- Provide second eastbound right turn lane at Newberry Road / I-91 ramps intersection
- Lengthen storage for northbound left turns at Newberry Road / I-91 ramps interaction
- Multi-use sidepath along east side of Route 5
- Sidewalk on the west of Route 5 from the Big Y driveway southerly
- · New bus shelters near the Walmart driveway

New bus shelters are recommended near the Walmart to enhance the transit experience for shoppers and employees.

Table 15: Evaluation Criteria for Alternative New-I

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Does not address future scenario traffic operational deficiencies
Queuing	100	Does not address queuing for off- ramp merge point back towards the I-91 mainline
Transit	_	New bus stops and shelters for development around Walmart
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

The estimated cost for this alternative is \$2,000,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 16: Newberry Alternative 1 (New-1)



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Traffic Operations (New-1)

Traffic operational analysis was conducted for Alternative New-lusing the Existing, Base and Build traffic forecasts. The addition of the second right turn lane would help improve traffic operations under existing conditions both in terms of delay and queueing. As the eastbound right-turn is the highest volume movement in both the AM and PM peak periods, providing the additional capacity to this movement both reduces queue lengths and overall delay.

Operations at the I-91 ramps / Newberry Road intersection are expected to deteriorate under the Build scenario volumes. In the PM peak users would experience LOS E with a volume to capacity ratio of I.20 for the northbound left turn movement. Newberry Alternative 5 (New-5) has been developed to address the deficiencies under the Build scenario.

Intersection operations at the other two signalized intersections within this segment are expected to remain acceptable under each of the evaluated scenarios.

Table 16: Newberry Alternative 1 (New-1) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes						
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	Α	4.6	0.21	В	11.1	0.63
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	A	7.5	0.42	В	17.5	0.71
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	D	38.5	1.12	D	40.8	0.92
Base (2040) Traffic Forecast	V. C.					
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	A	3.4	0.44	В	10.6	0.58
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	A	6.4	0.49	В	15.0	0.77
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	D	36.9	1.08	D	53.1	0.98
Build (2040) Traffic Forecast			PARSE			
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	В	12.2	0.71	Α	3.8	0.50
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	В	19.4	0.88	Α	7.9	0.52
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	D	36.2	1.12	Е	79.4	1.20

Newberry Road Intersection

At the Newberry Road intersection, this alternative would reconfigure the eastbound approach to provide two right-turn lanes and convert the second existing double left-turn lane to a through-left. In addition bicyclist, and pedestrian facilities would be provided to address existing deficiencies. The proposed multi-use sidepath is recommended on the east side of Route 5 to avoid conflicts with the high volume of eastbound right turning traffic from the I-91 off-ramps.

Sidewalks are recommended on the west side of Route 5 to provide connections between developments on that side of the road. Two of the dividing islands at the intersection are recommended to be extended to help provide pedestrian refuge and reduce the distance pedestrians need to cross at one time.

Provide Second Right Turn Lane
Concrete Sidewalk

Concrete Sidewalk

LTE 5 (PROSPECT HILL ROAD)

LEGEND

Bruminous Concrete Sidewalk

Concrete Sid

Figure 17: Newberry Alternative 1 (New-1) Newberry Road Inset

2.3.3.2 Newberry Alternative 2 (New-2)

Alternative New-2 would attempt to address the existing traffic operational deficiencies at the Newberry Road intersection by installing a presignal to control the merge between the I-91 off-ramps. Based on preliminary analysis and discussions with the advisory committee it was

A presignal is a signalized intersection that is placed in advance of an intersection. In this instance it would control the merging of two parallel streams of traffic from the I-91 northbound and southbound off-ramps.

decided to not further pursue this alternative for the following

- Despite acceptable delays, it is possible that queuing distance is limited on the northbound off-ramp and queues could extend back to mainline I-91
- Space is limited to provide advance signing of the lane configuration at the presignal, which could lead to additional merging congestion and sideswipe collisions as drivers compete for space in their desired lane
- Queues would extend further down the northbound off-ramp than they currently do under existing conditions, possible leading to increases in the number of rear end collisions, with some potentially at high speed.



Figure 18: Newberry Alternative 2 (New-2)

reasons:

Table 17: Evaluation Criteria for Newberry Alternative 2 (New-2)

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Operations would deteriorate under future Build scenario volumes
Queuing		Could exacerbate queueing issues on the I-91 northbound off-ramp
Transit		New bus stops and shelters for development around Walmart
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

2.3.3.3 Newberry Alternative 3 (New-3)

Alternative New-3 would address the existing queuing issues between the northbound and southbound off-ramps by realigning the southbound off-ramp so that it merged from the right of the northbound off-ramp. A review of travel patterns illustrated that a higher number and percentage of southbound vehicles turn right at the intersection with Route 5 as opposed to northbound vehicles.

After coordination with CTDOT, it was determined that this alternative should be included in a broader assessment of the operations of I-91 along this segment. Therefore, this alternative is recommended for further evaluation outside this study.

Table 18: Evaluation Criteria for Alternative New-3

Objective	Rating	Notes
Turn lanes	_	Turn lanes provided at all intersections
Traffic operations	i i	Operations would deteriorate under future Build scenario volumes without capacity improvements at the Newberry Road intersection
Queuing	Δ	Would improve but not eliminate merging operations between the northbound and southbound off- ramps
Transit	_	New bus stops and shelters for development around Walmart
Bike / Ped	A	Addresses existing bicyclist and pedestrian deficiencies

Figure 19: Newberry Alternative 3 (New-3)



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2.3.3.4 Newberry Alternative 4 (New-4)

Alternative New-4 would address the existing queuing issues between the northbound and southbound off-ramps and operational deficiencies at the Route 5 / Newberry Road signalized intersection by reconfiguring the interchange with I-91 into a more traditional interchange. Newberry Road would be extended across I-91 to Main Street and two signalized intersections would be created with the northbound and southbound ramps.

After coordination with CTDOT, it was determined that this alternative should be included in a broader assessment of the operations of I-91 along this segment. Therefore, this alternative is recommended for further evaluation outside this study.

Table 19: Evaluation Criteria for Alternative New-4

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Operations would exceed metrics for all traffic scenarios
Queuing	_	Would eliminate merging between southbound and northbound off-ramp. Geometry would limit the storage available for the northbound off-ramp
Transit	_	New bus stops and shelters for development around Walmart
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

Figure 20: Newberry Alternative 4 (New-4)



2.3.3.5 Newberry Alternative 5 (New-5)

Alternative New-5 would address the traffic operational deficiencies expected under the future Build scenario by providing additional capacity at the Newberry Road / I-91 ramps intersection. Bicyclist, pedestrian and transit improvements would be maintained from Alternative New-5.

Key Features:

 Second eastbound through lane with receiving lane on Newberry Road

Improvements consistent with Alternative New 1:

- Lengthen storage for northbound left turns at Newberry Road / I-91 ramps interaction
- Multi-use sidepath along east side of Route 5
- Sidewalk on the west of Route 5 from the Big Y driveway southerly
- · New bus shelters near the Walmart driveway

Table 20: Evaluation Criteria for Alternative New-5

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	A	Operations would exceed metrics for all traffic scenarios
Queuing		No change to merge between off-ramps, although additional storage would help minimize queues generated by the traffic signal
Transit	_	New bus stops and shelters for development around Walmart
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated cost for this alternatives is \$1,200,000. This assumes that improvements initially recommended under Alternative New-I have previously been constructed. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 21: Newberry Alternative 5 (New-5)

Pedestrian Crossing Facilities
Internation

FORMER WALMART

ROUTE STIPLOSECT THUR ROAD)

Extend Storage for Northbound

Left Turn Line

SCALE 1 - 4 RP

100 153 5 1786

34 - Segmental Improvements - Newberry Aternative 5 (New-5)

Traffic Operations (New-5)

Traffic operational analysis was conducted for Alternative New-5 using the Existing, Base and Build traffic forecasts. The addition of the second eastbound through lane alleviate delay sufficiently to allow intersection to meet the criteria for traffic operations, LOS D or better.

Intersection operations at the other two signalized intersection within the segment are expected to remain acceptable under each of the evaluated scenarios.

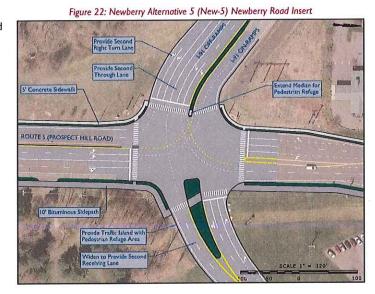
Table 21: Newberry Alternative 5 (New-5) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes						
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	Α	4.8	0.23	В	11.0	0.62
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	Α	7.3	0.38	В	16.8	0.71
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	С	28.1	0.79	С	29.1	0.79
Base (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	A	3.8	0.46	Α	8.2	0.56
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	A	5.4	0.47	В	16.9	0.78
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	,C	29.4	0.85	D	39.3	88.0
Build (2040) Traffic Forecast						
Route 5 (Prospect Hill Road) at Big Y / Ethos Energy Driveways	Α	4.1	0.52	В	11.8	0.71
Route 5 (Prospect Hill Road) at Walmart / Commercial Driveways	Α	5.4	0.54	В	19.7	0.88
Route 5 (Prospect Hill Road) at I-91 Ramps / Newberry Road	С	34.1	0.88	D	47.1	0.94

Newberry Road Intersection (New-5)

At the Newberry Road intersection, this alternative would add capacity to the eastbound and westbound approaches. On the west approach, the new capacity would be used as a second eastbound through lane, while also providing a second eastbound left-turn lane.

The east approach would be widened to include a second eastbound receiving lane, and an additional westbound lane, providing a second through lane. A refuge island would be provided to reduce the pedestrian crossing distance. Bicyclist, pedestrian and transit recommendations would be consistent with Alternative New-I.



2.3.4 Main / Thompson Segment

The Main / Thompson segment extends from the southern limits of the Newberry area southerly through the intersection with Thompson Road. It includes two signalized intersections, at Main Street and Thompson Road. The Main segment is illustrated on Figure 23, below. Alternatives developed for the Main segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

- Lack of bicyclist and pedestrian facilities along Route 5 and connecting north along Main Street towards the Warehouse Point neighborhood
- Intersection skew angle at Main Street, reduced distance between the Thompson Road and Main Street signalized

intersection contributes to decreased operational performance.

The segment includes Build Site 3, which incorporates infill development at three separate sites around the segment.

Two alternates were developed for the Main / Thompson segment, identified as Main-I and Main-2. They are described in Table 22. These alternatives are detailed on the following pages.

Table 22: Main / Thompson Segment Alternatives

Alternative	Purpose
Main-I	Address bicyclist and pedestrian deficiencies
	Realign Main Street to reduce intersection skew, improving traffic operations and safety, incorporate bicyclist and pedestrian improvements recommended in Alterernative Main-I

Base Scenario Development Build Scenario Development

See Central Segment

See Central Segment

Site 3

Prospect Hill Road

Site 3

Prospect Hill Road

Legend

Existing Signalized Intersection

Figure 23: Main / Thompson Segment

2.3.4.1 Main / Thompson Alternative I (Main-I)

Alternative Main-I would address the existing bicyclist and pedestrian deficiencies in the Main / Thompson segment by providing new sidewalks and sidepaths along with crossing infrastructure at signalized intersections.

Key Features:

- Provide continuous sidepath, transitioning from east to west side of Route 5 at Main Street
- Sidewalk connection on west side of Route 5 from Main Street extending to the north
- Sidewalk connecting commercial plaza opposite Main Street with Thompson Road
- Reduce width of southbound connection between Route 5 and Main Street
- Provide for potential sidepath connection north to Warehouse Point along Main Street

Table 23: Evaluation Criteria for Alternative Main-I

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	Δ	Operations would exceed metrics for all traffic scenarios, would not address intersection skew
Queuing		No improvement to distance between Main Street and Thompson Road intersection
Transit		No bus shelters recommended for this segment
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated cost for this alternative is \$750,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.



Figure 24: Main Alternative 1 (Main-1)

Traffic Operations (Main-I)

Traffic operational analysis was conducted for Alternative Main-I using the Existing, Base and Build traffic forecasts. The intersections within this segment are expected to operate acceptably under all

traffic scenarios. Some degradation in LOS and delay is expected to occur, particularly under the Build forecast, but the results indicate the intersections will operate well within the established criteria of LOS D or better.

Table 24: Main Alternative I (Main-I) Traffic Operations

	Weekday AM Peak				Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes				17.21			
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	12.8	0.72	В	12.8	0.74	
Route 5 (South Main Street) at Thompson Road		10.2	0.72	В	10.2	0.72	
Base (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	13.5	0.80	С	21.5	0.84	
Route 5 (South Main Street) at Thompson Road	В	16.3	0.80	В	18.1	0.84	
Build (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	С	27.7	0.94	С	23.0	0.88	
Route 5 (South Main Street) at Thompson Road	С	20.6	0.94	В	19.1	0.88	

2.3.4.2 Main Alternative 2 (Main-2)

Alternative Main-2 would address the existing bicyclist and pedestrian and intersection skew deficiencies by realigning Main Street to intersection Route 5 at a perpendicular angle.

Key Features:

- Realign Main Street to create perpendicular intersection with increased spacing between Main Street and Thompson Road
- Similar bicyclist and pedestrian amenities as Alternative Main-
- Combined driveway serving commercial plaza and condo complex
- Convert existing commercial driveway to right-in / right-out

Table 25: Evaluation Criteria for Alternative Main-2

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Operations would exceed metrics for all traffic scenarios and increased storage distance between Main Street and Thompson Road
Queuing		Storage distance increased between Main Street and Thompson Road
Transit		No bus shelters recommended for this segment
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

Figure 25: Main Alternative 2 (Main-2)



40 – Segmental Improvements – Main / Thompson Alternative 2 (Main-2)

The estimated cost for this alternative is \$2,725,000. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Traffic Operations

Traffic operational analysis was conducted for Alternative Main-2 using the Existing, Base and Build traffic forecasts. The intersections within this segment are expected to operate acceptably under all traffic scenarios. Some degradation in LOS and delay is expected to occur, particularly under the Build forecast, but the results indicate the intersections will operate well within the established criteria of LOS D or better.

Table 26: Main Alternative 2 (Main-2)

	Weekday AM Peak				Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes							
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	15.2	0.63	В	17.1	0.74	
Route 5 (South Main Street) at Thompson Road	В	18.1	0.63	В	11.8	0.74	
Base (2040) Traffic Forecast							
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	15.8	0.73	В	19.0	0.84	
Route 5 (South Main Street) at Thompson Road	В	15.9	0.73	В	19.0	0.84	
Build (2040) Traffic Forecast			A STATE				
Route 5 (Prospect Hill Road) at Main Street (SR 710) / Commerical Driveway	В	19.2	0.84	С	23.5	0.88	
Route 5 (South Main Street) at Thompson Road	В	18.3	0.84	В	19.5	0.88	

2.3.5 Central Segment

The central segment extends from the Thompson Road intersection southerly to south of Tromley Road. The central segment is illustrated in more detail on Figure 26, below. Alternatives developed for the central segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

- Poor existing traffic operations at South Water Street, LOS F in both the AM and PM peak periods
- Expected deterioration of traffic operations at Tromley Road under the Build scenario, resulting in LOS F in both the AM and PM peak periods
- Lack of bicyclist, pedestrian and transit amenities

As discussed in future conditions assessment, the future Build scenario traffic volumes in this area of the corridor are dependent on significant future development. The study recommends an interactive improvement program designed to address existing deficiencies and plan for future growth.

Table 27: Central Segment Alternatives

Alternative	Purpose					
C-I	Address existing traffic operational deficiencies at South Water Street and lack of bicyclist, pedestrian and transit amenities					
C-2	Address deteriorated traffic operations under the future Build scenario					

Existing Signalized Intersection

Base Scenario Development

Build Scenario Development

Site 4

East Windso
High School
High School
Site 5

See Southern Segment

Figure 26: Central Segment

2.3.5.1 Central Alternative 1 (C-1)

Alternative C-I would address the existing deficiencies and expected deficiencies under the future Base scenario in the central segment by providing additional southbound capacity on Route 5 and providing new sidewalks, sidepaths and transit amenities.

Key Features:

- Extend second southbound through lane beyond South Water Street
- Provide sidepath along west side of Route 5
- Provide sidewalks along the east side of Route 5
- Allow for potential future sidepath connection north to Warehouse Point along South Water Street
- Add transit stop amenities near South Water Street and Tromley Road

Table 28: Evaluation Criteria for Alternative C-1

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	Δ	Satisfactory operations under Existing volumes and Base scenario, operations would deteriorate under Build scenario
Queuing	100	Queueing distances become lengthy during the Base scenario and deteriorate further under the Build scenario
Transit		Two new sets of bus shelters provided
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$4.8 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 27: Central Alternative 1 (C-1)



Traffic Operations (C-I)

Traffic operational analysis was conducted for Alternative C-I using the Existing, Base and Build traffic forecasts. The intersections within the segment are expected to acceptably under the existing traffic volumes and the Base scenario, though some delays and queueing will occur at Tromley Road, particularly during the AM peak period.

The implementation of the potential developments outlined in the Build scenario, particularly at Build Site 5, would likely cause traffic operations to deteriorate under this alternative, particularly at Tromley Road. The increases in northbound and southbound through traffic at both South Water Street and Tromley Road indicate a need to provide additional capacity to provide acceptable operations under the Build scenario. For this purpose, Alternative C-2 has been developed.

Table 29: Central Alternative 1 (C-1) Traffic Operations

	Weekday AM Peak				Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes							
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway	Α	8.6	0.70	Α	8.6	0.70	
Route 5 (South Main Street) at Tromley Road		15.2	0.79	В	15.2	0.79	
Base (2040) Traffic Forecast							
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway	Α	7.1	0.67	В	14.0	0.86	
Route 5 (South Main Street) at Tromley Road	С	30.6	1.01	D	45.4	1.06	
Build (2040) Traffic Forecast							
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway	Α	7.9	0.80	E	66.6	1.24	
Route 5 (South Main Street) at Tromley Road	E	58.8	1.14	F	181.6	1.62	

South Water Street Intersection (C-I)

At the South Water Street intersection, this alternative would provide additional capacity to address existing operational deficiencies. Pedestrian, bicyclist and transit amenities would also be provided. The additional capacity would be in the form of the second southbound through lane and an eastbound right-turn lane. The second southbound through lane would be dropped south of the intersection. The extension distance and taper distance would be compliant with CTDOT's Highway Design Manual.

The proposed multi-use sidepath would follow the west side of Route 5, with sidewalks provided on the east side to facilitate pedestrian connectivity with Pasco Commons and with residential developments to the south.

Bus shelters are recommended on both sides of Route 5, north of the intersection with South Water Street. For northbound buses, the existing wide shoulder, approximately eight feet wide, would serve as a de facto bus pullout. For southbound buses, a near-side stop is recommended, due to the private road intersection and

lane merging activity south of the intersection. A widened shoulder is proposed to reduce the effect of the near-side stop on vehicular operations. These stops would provide access to Pasco Commons, adjacent residential development and the proposed Silverman Group development site.

Figure 28: Central Alternative 1 (C-1) South Water Street Inset

Widen South Water Street to Provide Eastbound Right
Turn Lane
Drug Second Southbound
Through Lane Beyond
South Water Street

Bus Stop with Shelter

ROUTE S (SOUTH MAIN STREET)

Bus Stop with Shelter

Misjon Signal Modification

LEGEND

Bituminous Concrete Sidewalk
Landscaping volta
Landscaping volta
Landscaping / Vegetation

Note: Callouts Identify proposed work or changes to the existing coadway

furnsportation Infrastructure.

EAST 1- HP

Tromley Road Intersection (C-I)

At the Tromley Road intersection, this alternative would provide additional capacity on the Tromley Road approach to address existing operational deficiencies. The additional capacity would be in the form of a westbound right-turn lane. The existing Route 5 approaches would be widened slightly to provide eight foot wide shoulders, providing the ability for right turning vehicles to bypass through traffic.

The proposed multi-use sidepath would follow the west side of Route 5. It is recommended that the Town consider making parking in the East Windsor High School parking lot available for sidepath users. A sidewalk is recommended on the east side of Route 5 north of the intersection. This sidewalk would provide pedestrian access from the High School to the numerous residential properties along Route 5 and within the residential complex on Regina Drive.

Bus shelters are recommended on both sides of Route 5, as far-side bus stops. In these areas a widened 8 foot shoulder would be provided, see previous discussion regarding right turning traffic, which would reduce the effect of the stops on through vehicle operations. These stops would provide access to the High School (an employment center), other

2.3.5.2 Central Alternative 2 (C-2)

Alternative C-2 would address the traffic operational deficiencies expected to occur under the Build scenario by providing additional through capacity on Route 5. The sidewalks, sidepaths and transit amenities would remain consistent with Alternative C-I but would need to be reconstructed to facilitate the roadway widening.



employers, and residents to the north along Regina Drive. They would also serve new development on Build Site 5, located just to the north of the intersection.

Key Features:

- Widen Route 5 to provide two through lanes in each direction between Thompson Road and Tromley Road
- Provide two-way left turn lane in areas with concentration of commercial and consolidated residential access
- Provide landscaped median in other areas as traffic calming and safety measure
- Relocate or maintain similar bicyclist, pedestrian and transit improvements as Alternative C-1

Table 30: Evaluation Criteria for Alternative C-2

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Satisfactory operations under all traffic forecast scenarios
Queuing	_	Provision of two through lanes would reduce queue lengths
Transit		Two new sets of bus shelters provided
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$9.5 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

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Traffic Operations (C-2)

Traffic operational analysis was conducted for Alternative C-2 using the Existing, Base and Build traffic forecasts. The intersections within the segment are expected to operate acceptably under all scenarios. Under the Build scenario, the development of Build Site 5, north of Tromley Road, is expected to primarily utilize Tromley Road for access from the north and to the south. This would avoid the need for the introduction on left-turning traffic onto Route 5.

As a result, traffic volumes would increase substantially on Tromley Road, particularly the number of vehicles making a westbound left turn during the PM peak hour. The analysis indicates that this would result in an overall intersection LOS C. As development plans for Build Site 5 are advanced, care should be taken to ensure the Tromley Road approach to Route 5 operates acceptably.

Table 31: Central Alternative 2 (C-2) Traffic Operations

	Weekday AM Peak				Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio	
Existing (2017) Traffic Volumes						Hall Adding	
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway	Α	5.7	0.61	Α	6.0	0.57	
Route 5 (South Main Street) at Tromley Road	Α	7.2	0.52	Α	6.5	0.46	
Base (2040) Traffic Forecast							
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway	Α	7.2	0.58	В	16.5	0.79	
Route 5 (South Main Street) at Tromley Road	В	11.4	0.72	Α	9.5	0.58	
Build (2040) Traffic Forecast							
Route 5 (South Main Street) at South Water Street / Pasco Commons Driveway	Α	9.5	0.73	В	19.4	0.91	
Route 5 (South Main Street) at Tromley Road	В	12.3	0.83	С	21.4	1.14	

South Water Street Intersection (C-2)

At the South Water Street intersection, this alternative would provide additional capacity to address expected operational deficiencies under the Build scenario. Pedestrian, bicyclist and transit amenities would be provided, generally consistent with Alternative C-1. The additional capacity would be in the form of additional through lanes for both northbound and southbound Route 5. An eastbound right turn lane is also recommended on South Water Street. Along Route 5 in either direction, a two-way left turn lane would be provided due to the concentration of driveways near this intersection.

The one change from the bicyclist, pedestrian and transit recommendations between Alternative C-I and C-2 is in the placement of the southbound bus stop. Alternative C-2 would relocate the stop to the far side of the signalized intersection at South Water Street. For both stops near the intersection at South Water Street, eight foot shoulders would be provided on Route 5. In addition to improving the ability for right-turning vehicles to bypass queued vehicles, the wide shoulder would reduce the effect of the bus stops on vehicular operations.



Tromley Road Intersection (C-2)

At the Tromley Road intersection, this alternative would provide additional capacity on Route 5 to address expected deficiencies under the Build scenario. The additional capacity would be in the form of two through lanes in each direction on Route 5. Immediately to the south of the intersection, Route 5 would transition to match its existing cross section, containing one through lane in each direction. Widened, eight foot, shoulders would be provided on both sides of Route 5.

Bicyclist, pedestrian and transit accommodations would be consistent with those provided under Alternative C-2.



2.3.6 Southern Segment

The southern segment extends from north of the Phelps Road (Route 191) intersection southerly to Scantic Road. Scantic Road is the southern boundary of the study area. The southern segment is illustrated in more detail on Figure 33, below. Alternatives developed for the southern segment sought to address the following deficiencies in order to meet the study's vision, goals and objectives:

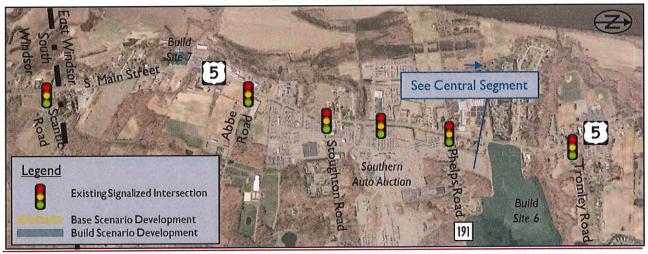
- Lack of turn lanes at signalized intersection
- · Lack of bicyclist and pedestrian amenities
- · Increasing delays and queuing under future volumes
- Access management deficiencies in the form of overly-wide driveways and numerous curb cuts
- Elevated crash rates on segments between Stoughton Road and Phelps Road

As discussed in the future conditions assessment, the future Build scenario traffic volumes in this area of the corridor are dependent on significant future development. The study recommends an interactive improvement program designed to address existing deficiencies and plan for future growth.

Table 32: Southern Segment Alternatives

Alternative	Purpose						
S-I	Provide turn lanes at signalized intersections, and address other existing deficiencies						
S-2	Address deteriorated traffic operations under the future Build scenario, north of Southern Auto Auction						
S-3	Address deteriorated traffic operations under the future Build scenario south of Southern Auto Auction						

Figure 33: Southern Segment



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2.3.6.1 Southern Alternative I (S-1)

Alternative S-I would address the existing deficiencies in the southern segment but adding turn lanes at signalized intersections, reconfiguring Route 5's lane arrangement in the vicinity of Southern Auto Auction and provide a sidepath.

Key Features:

- · Provide turn lanes at all signalized intersections
- Reconfigure Route 5 between Stoughton Road and Tromley Road using a road diet
- Provide a sidepath along the west side of Route 5

A **road diet** is a reduction in the number of travel lanes, typically including the conversion of an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left turn lane. (FHWA)

Table 33: Evaluation Criteria for Alternative S-1

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	Δ	Satisfactory operations under Existing and Base scenarios. Delays would increase under the Build scenario.
Queuing	LIN.	Satisfactory queuing under Existing scenario. Queues would lengthen significantly under the Base and Build scenarios.
Transit		Based on the current and proposed land uses, opportunities for bus stops with shelters are limited
Bike / Ped	_	Addresses existing bicyclist and pedestrian deficiencies

The estimated construction cost to implement this alternative is \$7.4 million. It is anticipated that the road diet conversion could be accomplished via the state's Vendor-in-Place pavement program. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 34: Southern Alternative 1 (S-1) (1 of 2)



Figure 35: Southern Alternative 1 (S-1) (2 of 2)



The purpose of the road diet between Phelps Road and Stoughton Road is to address the elevated crash rates in the areas where the existing Route 5 merges from two lanes to one (southbound approaching Stoughton Road and northbound approaching Phelps Road). These two merge lengths do not meet modern design standards, there is not sufficient distance to provide merge lengths between the signalized intersections that meets the standard.

Traffic Operations (S-I)

Traffic operational analysis was conducted for Alternative S-I using the Existing, Base and Build traffic forecasts. The intersections in the segment are expected to operate acceptably under the existing traffic volumes and the Base scenario. The results are presented in Table 34, following.

The implementation of the potential developments under the Build scenario would cause a deterioration of traffic operations in the form of LOS E at the Southern Auto Auction driveway intersection. Other intersections within the corridor would experience volume to capacity ratios in excess of 1.0. This means that volume would exceed capacity and that queues would continue to extend throughout the peak period. Based on this expected deterioration of operations, Alternatives S-2 and S-3 have been developed

Table 34: Southern Alternative I (S-I) Traffic Operations

		Weekday AM	1 Peak	Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes					100000	
Route 5 (South Main Street) at Phelps Road (Route 191)	Α	3.7	0.65	Α	7.4	0.67
Route 5 (South Main Street) at Southern Auto Auction (SAA) Driveways)	Α	8.7	0.67	Α	9.8	0.77
Route 5 (South Main Street) at Stoughton Road	Α	7.9	0.61	Α	6.9	0.74
Route 5 (South Main Street) at Abbe Road	Α	8.3	0.57	Α	5.2	0.71
Route 5 (South Main Street) at Scantic Road	Α	7.3	0.60	Α	4.7	0.44
Base (2040) Traffic Forecast						
Route 5 (South Main Street) at Phelps Road (Route 191)	Α	5.5	0.77	Α	8.1	0.84
Route 5 (South Main Street) at SAA Driveways	В	18.1	0.89	С	23.1	0.96
Route 5 (South Main Street) at Stoughton Road	Α	9.0	0.77	В	15.4	0.94
Route 5 (South Main Street) at Abbe Road	В	11.0	0.71	Α	8.1	0.88
Route 5 (South Main Street) at Scantic Road	В	14.1	0.71	Α	8.9	0.66
Build (2040) Traffic Forecast	300 103		TANK TOWN			State of the last
Route 5 (South Main Street) at Phelps Road (Route 191)	С	24.8	1.07	D	46.7	1.09
Route 5 (South Main Street) at SAA Driveways	E	57.4	1.18	E	65.9	1.17
Route 5 (South Main Street) at Stoughton Road	В	14.1	0.97	D	54.0	1.15
Route 5 (South Main Street) at Abbe Road	В	17.2	0.91	С	29.6	1.06
Route 5 (South Main Street) at Scantic Road	В	15.4	0.79	Α	9.8	0.73

Phelps Road (Route 191) Intersection (S-1)

At the Phelps Road intersection, this alternative would widen Route 5 to provide a southbound left turn lane. Phelps Road would be widened to provide an eight foot wide shoulder, allowing right turning vehicles the opportunity to bypass left turning traffic.

The northbound right turn lane would be retained as part of the reconstruction of Route 5. South of the intersection the roadway configuration would transition to the road diet section. This would convert the existing four-lane section to a three-lane section with a two-way left-turn lane.

A landscaped median would be provided south of the intersection, shadowing the southbound left turn lane. The proposed multi-use sidepath would follow the west side of Route 5.

Stoughton Road Intersection (S-1)

At the Stoughton Road intersection, this alternative would widen Route 5 to provide northbound and southbound left turn lanes. South of the intersection, the roadway would transition to its existing two-lane section, one lane in each direction.

Figure 36: Southern Alternative 1 (S-1) Phelps Road Inset



Figure 37: Southern Alternative 1 (S-1) Stoughton Road Inset



Abbe Road Intersection (S-I)

At the Abbe Road intersection, this alternative would widen Route 5 to provide northbound and southbound left turn lanes and a southbound right turn lane. North and south of the intersection, Route 5 would transition to its existing cross section, with one lane in each direction. The proposed multi-use sidepath would follow the west side of Route 5.

Scantic Road Intersection

At the Scantic Road intersection, this alternative would provide a southbound left turn lane to Scantic Road and the land uses on the east side of Route 5. Due to the wide landscaped median south of the intersection, an offset southbound left turn lane is recommended.

An offset let turn lane provides improved sight distance and helps improve driver's ability to correctly judge gaps in traffic. It separates the left turn lane from the same direction through lanes. (AASHTO)

Figure 38: Southern Alternative 1 (S-1) Abbe Road Inset



Figure 39: Southern Alternative 1 (S-1) Scantic Road Inset



2.3.6.2 Southern Alternative 2 (S-2)

Alternative S-2 would address the expected traffic operational deficiencies under the Base and Build scenarios between Tromley Road and Phelps Road. The sidepath recommended in Alternative S-1 would need to be relocated to facilitate the widened roadway. This alternative would be a continuation of the recommendations in Central Alternative 2 (C-2). The southern boundary of this alternative would have the roadway transition to meet Southern Alternative I (S-1).

Key Features:

- Widen Route 5 to provide two through lanes in each direction
- Provide two-way left turn lane in areas with concentration of commercial and consolidated residential access
- Provide landscaped median in other areas as traffic calming and safety measure
- Bus stops with shelters near Phelps Road / Build Site 6
- Relocate or maintain similar bicyclist and pedestrian improvements as Alternative S-1

Table 35: Evaluation Criteria for Alternative S-2

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations	_	Satisfactory operations under all scenarios.
Queuing		Satisfactory queuing under all scenarios.
Transit	_	Transit stop and amenities recommended to serve , Phelps Road and Build Site 6
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$10.2 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 40: Southern Alternative 2 (S-2)



57 - Segmental Improvements - Southern Alternative 2 (S-2)

Traffic Operations (S-2)

Traffic operational analysis was conducted for Alternative S-2 using the Existing, Base and Build traffic forecasts. The intersection of Route 5 and Phelps Road, the only signalized intersection within the limits of this alternative, would operate acceptably under all forecasts.

The introduction of this alternative would only be warranted if developments of the scale identified in the Build scenario occur. CTDOT and the Town should monitor future development plans. As any plans become realities, the need to widen this segment of Route 5 should be considered, based on the projected traffic demands.

Table 36: Southern Alternative 2 (S-2) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	LOS	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes						
Route 5 (South Main Street) at Phelps Road (Route 191)	A	2.4	0.34	Α	5.0	0.36
Base (2040) Traffic Forecast				7		
Route 5 (South Main Street) at Phelps Road (Route 191)	Α	4.6	0.42	Α	4.8	0.45
Build (2040) Traffic Forecast		Alexandria				
Route 5 (South Main Street) at Phelps Road (Route 191)	A	6.8	0.62	Α	7.3	0.59

Phelps Road (Route 191) Intersection (S-2)

At the Phelps Road intersection, this alternative would widen Route 5 to provide two through lanes in each direction. With the improved overall operation of the intersection, the existing northbound right turn lane would be converted to a through-right lane. An eight foot shoulder would be provided on northbound Route 5.

The proposed multi-use sidepath would follow the west side of Route 5. New bus stops with shelters and sidewalks are proposed. The two bus stops would be far-side stops. Sidewalk connections are recommended to be provided to Build Site 6.

Two-Way Left
Trum Lane (Typ.)

ROUTE 5 (SOUTH MAIN STREET)

Bus Stop with Shelter

Widen Phelps Road to Provide 8' Shoulder

ROUTE 5 (SOUTH MAIN STREET)

Bus Stop with Shelter

ROUTE 5 (SOUTH MAIN STREET)

Bus Stop with Shelter

F Concrete Sidewalk Connection to Blud Stree 6

LEGEND

Bluminous Concrete Sidewalk Contexts of Concrete Si

Figure 41: Southern Alternative 2 (S-2) Phelps Road Inset

2.3.6.3 Southern Alternative 3 (S-3)

Alternative S-3 would address the expected traffic operational deficiencies under the Base and Build scenarios between Phelps Road and Scantic Road. The sidepath recommended in Alternative S-I would need to be relocated to facilitate the widened roadway. This alternative would be a continuation of the recommendations in Southern Alternative 2 (S-2).

Key Features:

- Widen Route 5 to provide two through lanes in each direction
- Provide two-way left turn lane in areas with concentration of commercial and consolidated residential access
- Provide landscaped median in other areas as traffic calming and safety measure
- Relocate or maintain similar bicyclist and pedestrian improvements as Alternative S-1

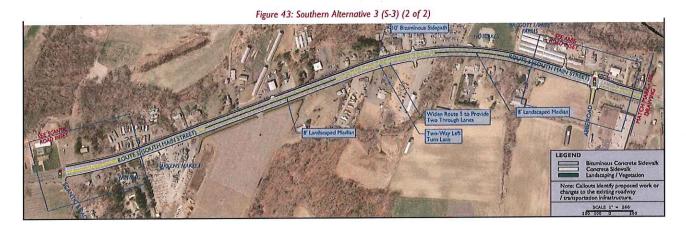
Table 37: Evaluation Criteria for Alternative S-3

Objective	Rating	Notes
Turn lanes		Turn lanes provided at all intersections
Traffic operations		Satisfactory operations under all scenarios.
Queuing		Satisfactory queuing under all scenarios.
Transit		Based on the current and proposed land uses, opportunities for bus stops with shelters are limited
Bike / Ped		Addresses existing bicyclist and pedestrian deficiencies

The estimated cost to implement this alternative is \$17.3 million. See Chapter 3 for information on how this alternative is recommended as part of the study's implementation plan.

Figure 42: Southern Alternative 3 (S-3) (1 of 2)





Traffic Operations (S-3)

Traffic operational analysis was conducted for Alternative S-3 using the Existing, Base and Build traffic forecasts. The intersections within this segment would operate acceptably under all traffic scenarios.

The introduction of this alternative would only be warranted if developments of the scale identified in the Build scenario occur. CTDOT and the Town should monitor future development plans. As any plans become realities, the need to widen this segment of Route 5 should be considered, based on the projected traffic demands.

Table 38: Southern Alternative 3 (S-3) Traffic Operations

	Weekday AM Peak			Weekday PM Peak		
Intersection	Los	Delay (sec / veh)	Max. V/C Ratio	LOS	Delay (sec / veh)	Max V/C Ratio
Existing (2017) Traffic Volumes	Sample File					
Route 5 (South Main Street) at Southern Auto Auction (SAA) Driveways)	Α	6.0	0.38	Α	4.0	0.41
Route 5 (South Main Street) at Stoughton Road	Α	4.2	0.43	Α	3.6	0.45
Route 5 (South Main Street) at Abbe Road	Α	4.2	0.44	Α	1.7	0.38
Route 5 (South Main Street) at Scantic Road	Α	9.2	0.57	Α	6.8	0.50
Base (2040) Traffic Forecast						
Route 5 (South Main Street) at SAA Driveways	Α	5.9	0.50	Α	4.3	0.51
Route 5 (South Main Street) at Stoughton Road	Α	4.5	0.48	Α	5.2	0.51
Route 5 (South Main Street) at Abbe Road	Α	5.4	0.58	Α	2.5	0.46
Route 5 (South Main Street) at Scantic Road	В	13.8	0.82	Α	6.8	0.61
Build (2040) Traffic Forecast						
Route 5 (South Main Street) at SAA Driveways	Α	8.3	0.66	Α	5.4	0.61
Route 5 (South Main Street) at Stoughton Road	Α	5.7	0.53	Α	9.6	0.61
Route 5 (South Main Street) at Abbe Road	Α	6.2	0.58	Α	2.7	0.56
Route 5 (South Main Street) at Scantic Road	В	15.4	0.79	Α	6.7	0.65

Stoughton Road Intersection (S-3)

At the Stoughton Road intersection, this alternative would widen Route 5 to provide two lanes in each direction. Both north and south of the intersection, the roadway would feature a two-way left turn lane.

The proposed multi-use sidepath is recommended for the west side of Route 5.

Abbe Road Intersection (S-3)

At the Stoughton Road intersection, this alternative would widen Route 5 to provide two lanes in each direction. North of the intersection, the roadway would feature a two-way left turn lane. South of the intersection, a landscaped median is recommended. Sue to the proximity of the Century Auto & Truck Center driveway to the signalized intersection, consolidation of access with the adjacent Dunkin driveway is recommended.

The proposed multi-use sidepath is recommended on the west side of Route 5.

Figure 44: Southern Alternative 3 (S-3) Stoughton Road Inset



Figure 45: Southern Alternative 3 (S-3) Abbe Road Inset



Scantic Road Intersection (S-3)

At the Scantic Road intersection, this alternative would provide a southbound left turn lane to Scantic Road and the land uses on the east side of Route 5. Due to the wide landscaped median south of the intersection, an offset southbound left turn lane is recommended. The proposed multi-use sidepath could either terminate or be continued southerly into South Windsor.

Figure 46: Southern Alternative 3 (S-3) Scantic Road Inset)



3 Implementation Plan and Funding Opportunities

This section of the report summarized the recommended implementation plan for the alternatives analyzed in Chapter 2. It also identifies potential funding mechanisms that the Town of East Windsor, CRCOG and CTDOT.

3.1 Implementation Plan

The study team has identified three types of improvement recommendation from the previously identified alternatives:

Near Term: Improvements that address existing needs, are relatively low cost and low impact (environmental, ROW) and could / should be pursued immediately.

Mid Term: Improvements that address existing future Base scenario needs, are higher cost and could have potential environmental and ROW impacts. These alternatives would either require environmental review (if initiated immediately) or could have outside actions, such as development, that would trigger the need to implement them.

Long Term: Improvements that address future Build scenario needs, are high cost and likely require environmental and ROW impacts. These alternatives have outside actions, such as development, that would trigger the need to implement them.

The alternatives presented in Chapter 2 are listed in Table 39, right, and classified by the type of improvement recommendation.

3.2 Cost Estimating

Planning-level cost estimates were prepared for each alternative. Table 39, below, includes these costs for the current year (2021) and escalated to the year 2025 and 2030, using a rate of inflation of 3.5% consistent with CTDOT estimating guidelines. The costs are program costs, and include costs to complete engineering and necessary right-of-way acquisition in addition to construction.

Table 39: Implementation Plan

Alternative	Cost in 2021 \$	Cost in 2025 \$	Cost in 2030 \$	Notes	
Near Term		The section is	DIFFE SELE		
N-1	\$1,850,000	\$2,130,000	\$2,530,000		
New-I	\$2,000,000	\$2,300,000	\$2,730,000	Could all be implemented	
Main-1	\$750,000	\$870,000	\$1,030,000	immediately	
C-1	\$4,800,000	\$5,510,000	\$6,550,000		
S-I	\$7,400,000	\$8,500,000	\$10,090,000	1	
Mid Term					
Main-2	\$1,250,000	\$1,440,000	\$1,710,000	Could be implemented immediately	
C-2	\$9,540,000	\$10.950,000	\$13,010,000	Should be implemented with development of MMCT casino or other significant development on	
N-2	\$5,200,000	\$7,090,000	\$7,600,000	that site and completion of Base scenario developments	
Long Term					
N-3	\$2,300,000	\$3,140,000	\$3,360,000	Should be implemented with	
New-5	\$1,200,000	\$1,380,000	\$1,640,000	Appropriate Control of the Control o	
5-2	\$10,190,000	\$11,700,000	\$13,010,000	development of the Build scenario	
5-3	\$17,300,000	\$19,860,000	\$23,580,000	sites	
Alternative	s in Need of Fu	ther, Separate	Study		
New-3					
New-4				Alternatives need to be evaluated in	
Alternative	Dismissed				
New-2				Alternative not recommended for further study	

3.3 Funding Opportunities

There are several different types of both state and federal funding that could be used by the Town, CRCOG and CTDOT. These are documented in Table 40, below. Additionally, as potential developments occur within the corridor, opportunities should be taken to improve the sidewalk, sidepath and transit amenities. The Town may also use the access management appendix in assessing potential changes to or new developments.

Table 40: Potential Funding Programs

Program	State / Federal	Notes
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal	Discretionary grant program managed by FHWA. Primary goal to improve air quality.
Local Transportation Capital Improvement Program (LoTCIP)	State	Discretionary grant program managed by CTDOT.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Discretionary grant program managed by USDOT, prioritizes economy, safety and the environment
Local Capital Improvement Program (LoCIP)	State	State managed formula-based entitlement funds for municipal projects
Transportation Alternatives Program (TAP)	Federal	FHWA managed program funding non-driver access to transportation
Surface Transportation Program (STP)	Federal	The most flexible Federal-aid highway program
National Highway Performance Program (NHPP)	Federal	Federal program aimed at helping highway facilities meet local performance measures



AUTHORIZING RESOLUTION FOR ADOPTION OF THE ROUTE 5 (EAST WINDSOR) CORRIDOR STUDY FINAL REPORT

WHEREAS, the Capitol Region Council of Governments undertook an effort to develop a recommendation and implementation plan to create a multimodal transportation system that supports continued social and economic growth in the Route 5 corridor; and

WHEREAS, the study process included a variety of opportunities for public and stakeholder involvement and inputs to guide the project; and

WHEREAS, the study investigated potential impacts on the Title VI and Limited English Proficiency populations; and

WHEREAS, regional and local stakeholders were engaged throughout the study process; and

WHEREAS, the public had sufficient opportunity to offer input on study findings in accordance with CRCOG's Public Participation Plan; and

WHEREAS, the study team determined several locations along Route 5 for potential improvements based on public inputs and existing conditions as well as future scenario;

NOW THEREFORE BE IT RESOLVED THAT, the East Windsor Board of Selectmen does herby endorses the Final Report for the Route 5 Corridor Study – dated October 21, 2021.

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the East Windsor Board of Selectmen at its meeting held on October 21, 2021.

BY:	DATE:	
Jason E. Bowsza		
First Selectman		

AUTHORIZING RESOLUTION OF THE



Town of East Windsor - Board of Selectmen

CERTIFICATION:

I, Amy Lam, the Town Clerk of the Town of East Windsor, do hereby certify that the following is a true and correct copy of a resolution adopted by Board of Selectmen at its duly called and held meeting on October 21, 2021 at which a quorum was present and acting throughout, and that the resolution has not been modified, rescinded, or revoked and is at present in full force and effect:

RESOLVED, that the Town of East Windsor may enter into with and deliver to the State of Connecticut Department of Emergency Services and Public Protection, Division of Emergency Management and Homeland Security any and all documents which it deems to be necessary or appropriate; and

FURTHER RESOLVED, that Jason E. Bowsza, as First Selectman of Town of East Windsor, is authorized and directed to execute and deliver any and all documents on behalf of the Board of Selectmen and to do and perform all acts and things which he deems to be necessary or appropriate to carry out the terms of such documents, including, but not limited to, executing and delivering all agreements and documents contemplated by such documents.

The undersigned further certifies that Jason Bowsza now holds the office of First Selectman and that he has held that office since November 19, 2019.

IN WITNESS WHEREOF: The undersigned has executed this certificate this 21st day of October 2021.

Amy Lam, Town Clerk





FFY 2021 STATE HOMELAND SECURITY GRANT PROGRAM Region 3 MEMORANDUM OF AGREEMENT



Data Sheet

Step 1- Fill out this datasheet form to auto populate MOA document in this PDF file.

THIS DATASHEET MUST BE COMPLETED ELECTRONICALLY

Step 2- After populating the document, obtain the correct signatures as outlined by the completion checklist on the following page. Digital and /or scanned signatures can be used, no hardcopy/original signatures are required.

Screen Fillable	
ument:	
Name:	
Name:	
Mayor):	
)	ument: Name: Name:

*Muncipality Name - Municipalities can enter the name as either the long or short name, for example: enter name as either "New Haven" or "City of New Haven"

Point of Contact Ir	nformation:
POC Name & Title:	p
Address:	
Email:	
Phone:	·
Fax:	



Received by:

FFY 2021 STATE HOMELAND SECURITY GRANT PROGRAM Region 3 MEMORANDUM OF AGREEMENT CHECKLIST



Please use this checklist to insure completion and accuracy of the following agreement.

Instructions for:
Received by:
For the MOA: ☐ A municipal point of contact been identified (p. 1 and 10). ☐ The Chief Executive Officer has signed and dated the agreement. ☐ The Chief Executive Officer's name and title has been typed in the space provided.
☐ Authorizing Resolution Attached The Blanket Resolution Template includes the recommended language for a resolution. If the information on a blanket resolution signed in a prior year is still valid, the town clerk can verify the accuracy, sign and seal the resolution. In order for a raised seal to be visible in a scan, please rub a pencil over the seal. If a Blanket Resolution is not used, the resolution must reference the FFY 2021 Homeland Security Grant Program. No other resolutions shall be accepted.
Please note: The Fiduciary and Municipality shall complete Appendix A Custodial Ownership and Memorandum of Agreement (Appendix A), for any municipality that takes ownership of equipment purchased with 2021 HSGP funds by the REPT. (Sample attached, the Fiduciary will complete this form for custodial owners of equipment purchased under the FY 2021 Homeland Security Grant Program) Once complete, e-mail (no hard copies need to be sent) the complete MOA package (MOA and resolution) to: Cheryl Assis, Capitol Region Council of Governments, Region 3 Fiduciary: cassis@crcog.org
2. Instructions for the Capitol Region Council of Governments

Review and Signature

□The Chief Executive Officer has signed and dated the agreement.

□The Chief Executive Officer's name and title has been typed in the space provided.

☐ The Region 3 REPT Chair has <u>signed</u> and <u>dated</u> the agreement.

☐ The Region 3 REPT Chair's name has been typed in the space provided.

☐ All of the items listed on this checklist have been completed and are correct.

Submit completed MOAs and resolutions to your DESPP/DEMHS Program Manager by email on a quarterly basis.

Please note: The Fiduciary shall complete Appendix A, Custodial Ownership, for any Municipality that takes ownership of equipment purchased with 2021 HSGP funds by the REPT. (Sample attached, Fiduciary will complete for custodial owners of equipment purchased under the FY 2021 Homeland Security Grant Program)

DUE DATE:

Send to Regional Fiduciary on or before December 15, 2021

MEMORANDUM OF AGREEMENT

REGARDING USE OF FEDERAL FISCAL YEAR 2021 STATE HOMELAND SECURITY GRANT FUNDING AND CUSTODIAL OWNERSHIP OF REGIONAL ASSETS IN DEMHS Region 3

I. AGREEMENT REGARDING THE USE OF FEDERAL HOMELAND SECURITY GRANT FUNDS TO SUPPORT REGIONAL SET-ASIDE PROJECTS

SÜ	PPC	ORT REGIONAL SET-ASIDE PROJECTS
A.		roduction e following facts are understood and agreed to by all parties:
	1.	The parties to this part of the Memorandum of Agreement (MOA) are the State of Connecticut Department of Emergency Services and Public Protection (DESPP), including the Division of Emergency Management & Homeland Security (DEMHS), the municipality of, Capitol Region Council of Governments (CRCOG)
		(Fiduciary) and the Region 3 Regional Emergency Planning Team (Region 3 REPT).
	2.	DESPP is the designated recipient and State Administrative Agency (SAA) of the United States Department of Homeland Security for Federal Fiscal Year 2021 State Homeland Security Grant Program (SHSGP), Award No. EMW-2021-SS-00086. DEMHS is the division of DESPP responsible for program management of the grants, including consulting with the DEMHS Advisory Council, and the DEMHS Regional Planning Teams to provide a coordinated and integrated program of emergency management and homeland security.
	3.	The DEMHS Advisory Council, through its Homeland Security Working Group, has approved the allocation formula for grant funds available under the SHSGP;
	4.	DESPP/DEMHS is <u>retaining</u> pass-through funds from 2021 SHSGP in the total amount of \$1,725,204.20 on behalf of local units of government, for the following nine regional set-aside projects designed to benefit the state's municipalities:
		1) Regional Collaboration; 2) Enhancing Information and Intelligence Sharing and Cooperation with Federal Agencies, including DHS (National Priority Project); 3) Addressing Emergent Threats (National Priority Project); 4) Capitol Region Metropolitan Medical Response System -MMRs; 5) Medical Preparation and Response; 6) Citizen Corps. Program; 7) Enhancing Cybersecurity (National Priority Project); 8) Enhancing the Protection of Soft Targets/Crowded Places - allocation included in regional allocations- (National Priority Project); and, 9) Combatting Domestic Violent Extremism (National Priority Project).
	5.	DEMHS – in coordination and cooperation with the municipalities located within DEMHS Region 3 including has created, and established bylaws for, the Region 3 REPT, a multi-disciplinary, multi-jurisdictional regional group to facilitate planning and resource coordination within DEMHS Region 3
	6.	is eligible to <u>participate</u> in those Federal Fiscal Year 2021 SHSGP regional allocations made through the Region 3 REPT and not included in the set-aside projects (unless otherwise noted), in the amount of \$385,306.80 (and an additional \$75,917.60 for the regional bomb squad) for Region 3 which will be made available to the jurisdictions in Region 3 in the manner recommended by the Region 3 REPT in accordance with its approved bylaws, upon execution of the grant application and as accepted by the SAA.
3.	The the pro	enter into Part I of this MOA authorizing the SAA to act as agent of and allowing the SAA to retain and administer grant funds wided under 2021 SHSGP for the nine regional set-aside projects listed above, and also for COG to provide the financial and programmatic oversight described below.
C.	SA	A and Responsibilities.
	Th	e SAA agrees to administer the SHSGP grant funds of \$1,725,204.20 in furtherance of the e regional set-aside projects listed above.
		agrees to allow the SAA to provide financial and programmatic ersight of the \$1,725,204.20 for the purpose of supporting the allocations and uses of funds under the

			2021 HSGP Omnibus MOA
		rev Init Re	21 SHSGP consistent with the 2021 State Homeland Security Grant Application that has been riewed and approved by the federal Department of Homeland Security and supported by the tial Strategy Implementation Spending Plan (ISIP) as part of the Biannual Strategy Implementation port (BSIR) approved by the Emergency Management & Homeland Security Council, now known as a DEMHS Advisory Council. agrees to allow the SAA to hold, manage, disburse the grant funds that have been reserved for the nine regional set-aside projects listed above.
	D.	CR	COG and Responsibilitites
		add 3 ar	also agrees to allow CRCOG to provide financial and programmatic rsight of the Federal Fiscal Year 2021 regional allocation in the amount of \$385,306.80 (and an litional \$75,917.60 for the regional bomb squad) targeted to member municipalities in DEMHS Region and recommended through the Region 3 REPT in accordance with its approved bylaws. Such funds will applied to specific projects developed and approved by the Region 3 REPT and DEMHS.
II.			EMENT REGARDING CUSTODIAL OWNERSHIP OF REGIONAL ASSETS
	Α.		roduction e following facts are understood and agreed to by all parties:
		1.	The parties to this part of the Memorandum of Agreement (MOA) are the State of Connecticut Department of Emergency Services and Public Protection (DESPP), including the Division of Emergency Management & Homeland Security (DEMHS), the municipality of, the CRCOG (Fiduciary), and the DEMHS Region 3 Regional Emergency Planning Team (Region 3 REPT).
		2.	DESPP is the designated recipient and State Administrative Agency (SAA) of the United States Department of Homeland Security for grants awarded beginning in Federal Fiscal Year (FFY) 2004, up to the present time. DEMHS is the division of DESPP responsible for program management of the grants, including consulting with the DEMHS Advisory Council, and the DEMHS Regional Planning Teams to provide a coordinated and integrated program of emergency management and homeland security.
		3.	has agreed to operate as the custodial owner of the asset(s)
			has agreed to operate as the custodial owner of the asset(s) described in Appendix A, on behalf of, the region, and if necessary, the State. (Please note: If a town takes ownership of assets, the Fiduciary will assist them in completing Appendix A. The Appendix will be added to this MOA).
		4.	The parties also agree that may operate as the custodial owner of additional assets purchased on behalf of the Region from FFY 2021 grant funds, as approved by the Region 3 REPT, and DEMHS, which assets will be added to Appendix A by the Fiduciary within thirty (30) days of approval by the Region 3 REPT.
		5.	The Region 3 REPT has been established to foster regional collaboration and mutual aid through, among other things, collaborative plan development, resource sharing and coordination.
		6.	CRCOG (Fiduciary) has agreed to operate as the fiscal agent for the federal SHSGP grants awarded toDEMHS Region 3 for Federal Fiscal Year 2021;
	B.	DE inte	rpose. SPP/DEMHS, the Region 3 REPT, CRCOG (Fiduciary), and, enter o Part II of this MOA regarding asset(s) for which agrees to be the stodial owner, and which are described in the approved 2021 Subgrant Application and will be added to s MOA as Appendix A.
	C.	Ag	reements and Responsibilities of the Parties.
		A	Definitions

As used in this MOA:

- The term "authorized training" means training that is authorized by DESPP/DEMHS.
- The term "custodial owner" means a political subdivision or tribe that has agreed to accept title
 and responsibility for the asset(s), subject to possible redeployment under the terms outlined in
 Paragraph C(4) below.
- 2. Responsibilities of DESPP/DEMHS and CRCOG (Fiduciary)

	Ag	its role as SAA, DESPP/DEMHS will subgrant funds to CRCOG which, as the Region 3 Fiscal ent, will procure the asset(s) listed in their approved Subgrant Application (which will be added Appendix A).
3.	Αp	pendix A.
		e parties agree that decisions regarding the placement of regional assets in may be made after the execution of this agreement and that
	boo tha	pendix A shall be completed accordingly agrees to be und by the terms of this agreement for any asset added to Appendix A. The parties also agree it Appendix A must be signed by the DEMHS Deputy Commissioner, the chair of the Region 3 PT, and the Chief Executive Officer, or his/her designee, of
4.	Re	sponsibilities of Custodial Owner understands that it is the Custodial Owner, on behalf of itself
		the Region, of the asset(s) which will be added to Appendix A, as may be amended pursuant to ragraph C(4) above. As Custodial Owner, agrees:
	a.	To safeguard the asset(s) in a secure location, including, for example, providing refrigeration or protection from the elements, if appropriate;
	b.	To regularly test, use and maintain the asset(s) in working order. It is understood by the parties that trained personnel of's municipal agencies may use the asset(s) for appropriate emergency response/emergency management purposes, including authorized training and exercise;
	C.	To provide the asset(s) in a timely manner, in working order, and with appropriate staffing, if necessary, when deployment is requested: under the terms of this MOA; under a mutual aid agreement, including a civil preparedness mutual aid agreement approved by DESPP/DEMHS, as required by Conn. Gen. Stat. §28-7(d); under the terms of the intrastate mutual aid system, Connecticut General Statutes §28-22a; or at any time by the State of Connecticut, including DESPP/DEMHS;
	d.	To provide the asset(s) in a timely manner, in working order, and with appropriate staffing, if necessary, when deployment is requested for authorized training and/or exercise;
	e.	To maintain records of the use of the asset(s), including deployment for an actual incident or for authorized training, and to provide these records to DESPP/DEMHS as requested;
	f.	To maintain an inventory of the asset(s), including a unique tagging system (including the DEMHS logo) so that the asset(s) can be easily identified as separate from the Custodial Owner's other property, and to provide that inventory to DESPP/DEMHS as requested.
	g.	To maintain all necessary insurance regarding the asset(s) and their use;
	h.	To cooperate with any state or federal audit of the asset(s) and/or their use;
	i.	To abide by the bylaws and/or procedures established under any applicable State of Connecticut or regional plan;
	j.	That the State, including DESPP/DEMHS, does not guarantee any further funding for, or provision of repairs to, the asset(s) beyond the terms of this MOA;
	k.	That all maintenance and operations of the asset(s) by shall conform to the manufacturer's recommendations. If appropriate, shall maintain trained personnel available to transport and supervise the operation of the asset(s). All personnel or agents of performing any maintenance or repair services in connection with these asset(s) shall be fully qualified and authorized or permitted under federal, state, and local laws to perform such services.
5.	Th	e Region 3 REPT understands and acknowledges that, in accepting responsibility as the custodial rner of the asset(s), is furthering regional collaboration d mutual aid on behalf of all of the members of Region 3.

		6.	Assignment of Asset(s).
			Ifdoes not comply with the requirements under this MOA, or terminates its involvement in this MOA, then DESPP/DEMHS, in consultation with the REPT Chair, may redirect the asset(s), preferably to a different town within the Region. Whenever possible, DESPP/DEMHS will provide 60 days' notice before re-assigning the asset.
III.			AL TERMS OF AGREEMENT APPLICABLE TO ALL PARTS OF THIS MEMORANDUM OF MENT
	A.	Effe	ective Date.
		The	terms of this agreement will become effective when all parties have executed it.
	В.	Aut	hority to Enter Agreement.
		DES 28 a agre cop Agre righ	SPP/DEMHS is authorized to enter into this Agreement through the Deputy Commissioner of the SPP/DEMHS pursuant to the authority provided under Connecticut General Statutes §4-8 and Titles and 29. The Municipality of is authorized to enter into this element through its Chief Executive Officer, authorized pursuant to the attached [original or certified by of resolution, ordinance or charter provision]. The other persons executing this Memorandum of element (MOA) on behalf of their respective entities hereby represent and warrant that they have the t, power, legal capacity, and appropriate authority to enter into this agreement on behalf of the entity which they sign, as indicated by valid resolutions, if necessary.
	C.	Part of th	ation of Agreement. It of this MOA, as modified with the consent of the parties, remains in full force and effect until the end ne grant period, or any extension thereof, covered by this MOA, unless cancelled by the SAA, giving written notice of such in the first parties.
		noti	ance. Any party may terminate its involvement with Part II of this agreement upon sixty days' written ce to the other parties. DESPP/DEMHS reserves the right to cancel any funding under this MOA out prior written notice when the funding is no longer available.
	D.	Am This	endment of the Agreement. s agreement may be modified upon the mutual written consent of the parties.
	E.	The und Part also included Ger	Parties agree to good faith consultation with one another to resolve disagreements that may arise er or relating to this MOA before referring the matter to any other person or entity for settlement. The ties agree that any disputes under Part II, Paragraph C.6 shall be resolved by DEMHS. The Parties agree that the sole and exclusive means for the presentation of any claim against the State, uding the SAA, arising from this agreement shall be in accordance with Chapter 53 of the Connecticut heral Statutes (Claims Against the State) and the Parties further agree not to initiate legal proceedings my State or Federal Court in addition to, or in lieu of, said Chapter 53 proceedings.
	F.	The des regatern the	te Liability. Parties agree to indemnify and hold harmless the State of Connecticut with regard to the activities cribed within this MOA, and recognize that the State does not waive its right to sovereign immunity with ard to any provision of this MOA. The State of Connecticut assumes no liability for funding under the sof this MOA until, through the Region 3 REPT, is notified by SAA that this MOA has been approved and executed by DEMHS and by any other applicable state ncy.

G. Confidential Information

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Grants and Training Financial Guides.

- a. Confidential Information: Any name, number or other information that may be used, alone or in conjunction with any other information, to identify a specific individual including, but not limited to, such individual's name, date of birth, mother's maiden name, motor vehicle operator's license number, Social Security number, employee identification number, employer or taxpayer identification number, alien registration number, government passport number, health insurance identification number, demand deposit account number, savings account number, credit card number, debit card number or unique biometric data such as fingerprint, voice print, retina or iris image, or other unique physical representation. Without limiting the foregoing, Confidential Information shall also include any information that DESPP/ DEMHS classifies as "confidential" or "restricted." Confidential Information shall not include information that may be lawfully obtained from publicly available sources or from federal, state, or local government records which are lawfully made available to the general public.
- b. Confidential Information Breach: Generally, an instance where an unauthorized person or entity accesses Confidential Information in any manner, including but not limited to the following occurrences: (1) any Confidential Information that is not encrypted or protected is misplaced, lost, stolen or in any way compromised; (2) one or more third parties have had access to or taken control or possession of any Confidential Information that is not encrypted or protected without prior written authorization from the State; (3) the unauthorized acquisition of encrypted or protected Confidential Information together with the confidential process or key that is capable of compromising the integrity of the Confidential Information; or (4) if there is a substantial risk of identity theft or fraud to the client, the Contractor, the Department or State.

Audit Compliance	•
If .	through the Region 3 REPT, agrees to serve as a host or
	equipment purchased with the grant funds referenced in this MOA, then must comply with the Federal Single Audit Act of 1984, P.L.
98-502 and the Am	endments of 1996, P.L. 104-156 and with the Connecticut Statutes §7-396a
and 396b, and the promulgated theres	State Single Audit Act § 4-230 through 236 inclusive, and the regulations under.
	agrees that all fiscal records, if any, pertaining to the
signing of this MOA request.	aintained for a period of not less than three (3) years from the date of the Such records will be made available to state and/or federal auditors upon ent, and Suspension.
Loppying, Departm	
Restrictions on L procurement) and	commits to compliance with the requirements under 28 CFR Administrative Requirements for Grants to States); 28 CFR Part 69, New obbying; 28 CFR Part 67, Government-wide Debarment and Suspension (Non- di Government-wide Requirements for Drug Free Workplace (Grants); Office of di Budget (OMB) Circular A-87, addressing cost principles for grants to state
Grants to Non-Pr	ments; 28 CFR Part 70 (Common Rules for Administrative Requirements for ofits); OMB Circulars A-122 and A-21 addressing Cost Principles for Grants to and requirements included in the Department of Homeland Security Office of

J. Executive Orders.

This contract is subject to the provisions of Executive Order No. Three of Governor Thomas J. Meskill promulgated June 16, 1971, and, as such, this contract may be cancelled, terminated or suspended by the State Labor Commissioner for violation of or noncompliance with said Executive Order No. Three, or any State or federal law concerning non-discrimination, notwithstanding that the Labor Commissioner is not a party to this contract. The parties to this contract, as part of the consideration hereof, agree that said Executive Order No. Three is incorporated herein by reference and made a part hereof. The parties agree and abide by said Executive Order and agree that the State Labor Commissioner shall have continuing jurisdiction in respect to contract performance in regard to non-discrimination, until the agrees, as part contract is completed or terminated prior to completion. consideration hereof, that this contract is subject to the Guidelines and Rules issued by the State Labor Commissioner to implement Executive Order No. Three, and that it will not discriminate in its employment practices or policies, will file all reports as required, and will fully cooperate with the State of Connecticut and the State Labor Commissioner. This contract is also subject to the provision of Executive Order No. 16 of Governor John G. Rowland promulgated August 4, 1999 adopting a zero tolerance policy for workplace violence, and as such, this contract may be cancelled terminated or suspended by the State for violation of or noncompliance with said Executive Order No. Sixteen. The parties to this contract, as part of the consideration hereof, agree that said Executive Order No. Sixteen is incorporated herein by reference and made a part thereof. The parties agree to abide by such Executive Order. The contract is also subject to provisions of Executive Order No. Seventeen of Governor Thomas J. Meskill promulgated February 15, 1973, and, as such this contract may be cancelled, terminated or suspended by the contracting agency or the State Labor Commissioner for violation of or non-compliance with said Executive Order No. Seventeen, notwithstanding that the Labor Commissioner may not be a party to this contract. The parties to this contract, as part of the consideration hereof, agree that Executive Order No. Seventeen is incorporated herein by reference and made a part hereof. The parties agree to abide by such Executive Order and agree that the contracting agency and the State Labor Commissioner shall have joint and several continuing jurisdiction in respect to contract performance in regard to listing all employment openings with the Connecticut State Employment Service. This contract may also be subject to Executive Order No. 14 and Executive Order No. 49. Exective Order of Governor M. Jodi Rell, promulgated April 17, 2016, concerning procurement of cleaning products and services. Excutive Order No. 49 of Governor Dannel P. Malloy, promulgated May 22, 2015, mandating disclosure of certain gifts to public employees and contributions to certain candidates for office in accordance with their respective terms and conditions.

K. Non-Discrimination Clause.

In accordance with Public Act 88-351, the Town agrees and warrants that, (a) For the purposes of this section, "minority business enterprise" means any small grantee or supplier of materials fifty-one percent or more of the capital stock, if any, or asset(s) of which is owned by person or persons: (1) Who are active in the daily affairs of the enterprise, (2) who have the power to direct the management and policies of the enterprise and (3) who are members of a minority, as such term is defined in subsection (a) of Conn. Gen. Stat. Sect. 32-9n; and "good faith" means that degree of diligence which a reasonable person would exercise in the performance of legal duties and obligations. "Good faith efforts" include, but not be limited to, those reasonable initial efforts necessary to comply with statutory or regulatory requirements and additional or substituted efforts when it is determined that such initial efforts will not be sufficient to comply with such requirements.

For purposes of the section, "Commission" means the Commission on Human Rights and Opportunities. For purposes of this section, "Public works contract" means any agreement between any individual, firm or corporation and the State or any political subdivision of the State other than a municipality for construction, rehabilitation, conversion, extension, demolition or repair of a public building, highway, or other changes or improvements in real property, or which is financed in whole or in part by the State, including but not limited to, matching expenditures, grants, loans, insurance or guarantees. The Town agrees and warrants that in the performance of the contract such Town will not discriminate or permit discrimination against any person or group or persons on the grounds of race, color, religious creed, age, marital status, national origin, sex, mental retardation or physical disability, including but not limited to, blindness, unless it is shown by such Town that such disability prevents performance of the work involved, in any manner prohibited by the laws of the United States or of the State of Connecticut.

The Town further agrees to take affirmative action to insure that applicants with job related qualifications are employed and that employees are treated when employed without regard to their race, color, religious creed, age, marital status, national origin, ancestry, sex, mental retardation, or physical disability, including, but not limited to, blindness, unless it is shown by such Town that such disability prevents performance of the work involved: the Town agrees, in all solicitations or advertisements for employees placed by or on behalf of the Town, to state that it is an "affirmative action - equal opportunity employer" in accordance with the regulations adopted by the Commission; the Town agrees to provide each labor union or representative of workers with which such Town has a collective bargaining agreement or other contract of understanding and each vendor with which Town has a contract of understanding, a notice to be provided by the Commission advising the labor union of workers' representative of the Town's commitments under this section, and to post copies of the notice in conspicuous places available to employees and applicants for employment; the Town agrees to comply with each provision of this section and Conn. Gen. Stat. Sect. 46a-68f and with each regulation or relevant order issued by said Commission pursuant to Conn. Gen. Stat. Sect. 46a-56, as amended by Section 5 of Public Act 89-253, 46a-68e and 46a-68f; the Town agrees to provide the Commission of Human Rights and Opportunities with such information requested by the Commission, permit access to pertinent books, records and accounts, concerning the employment practices and procedures of the Town as related to the provisions of this section and section 46a-56. If the contract is a public works contract, the Town agrees and warrants that he will make good faith efforts to employ minority business enterprises as subgrantees and suppliers of materials on such public works project.

Determination of the Town's good faith efforts shall include but shall not be limited to the following factors: The Town's employment and subcontracting policies, patterns and practices; affirmative advertising, recruitment and training; technical assistance activities and such other reasonable activities or efforts as the Commission may prescribe that are designed to ensure the participation of minority business enterprises in public works projects.

The Town shall develop and maintain adequate documentation, in a manner prescribed by the Commission, of its good faith efforts.

The Town shall include the provisions of subsection (b) of this section in every subcontract or purchase order entered into in order to fulfill any obligation or a contract with the State and such provisions shall be binding on a subgrantee, vendor or manufacturer, unless exempted by regulations or orders of the Commission. The Town shall take such action with respect to any such subcontract or purchase order as the Commission may direct as a means of enforcing such provisions including sanctions for non-compliance in accordance with Conn. Gen. Stat. Sect. 47a-56, as amended by Section 5 of Public Act 89-253; provided, if such Town becomes involved in, or is threatened with litigation with a subgrantee or vendor as a result of such direction by the Commission, the Town may request the State of Connecticut to enter into any such litigation prior thereto to protect the interest of the State and the State may so enter.

The Town agrees to comply with the regulations referred to in this section as they exist on the date of this contract and as they may be adopted or amended from time to time during the term of this contract and any amendments thereto.

Pursuant to Public Act 89-227, as amended, as of January 1, 1991, no agency of the State of Connecticut may purchase new products packaged in or composed in whole or part of polystyrene foam if such foam is manufactured using chlorofluorocarbons (CFC). Manufacturers are required by the Act to provide information regarding the CFC content of polystyrene foam used in such products or packaging to any person selling the product who requests such information. By submitting an offer to sell to or accepting an order from the State of Connecticut the vendor certifies that no CFC are used in the manufacture of polystyrene foam contained in such products or packaging.

L. Non-discrimination on the Grounds of Sexual Orientation.

- 1. The Town agrees/warrants that in the performance of the contract such Town will not discriminate or permit discrimination against any person or group of persons on the grounds of sexual orientation, in any manner prohibited by the laws of the United States or of the State of Connecticut, and that employees are treated when employed without regard to their sexual orientation.
- 2. The Town agrees to provide each labor union or representative of workers with which such Town has a collective bargaining agreement or other contract or understanding and each vendor with such Town has a contract or understanding and each vendor with which such Town or understanding, a notice to be provided by the Commission on Human Rights and Opportunities advising the labor union or workers' representative of the Town's commitments under this section, and to post

copies of the of the notice in conspicuous places available to employees and applicants for employment;

- The Town agrees to comply with each provision of this Section and Sections 46a-68f of the General Statutes and with each regulation or relevant order issued by said Commission pursuant to Sections 46a-56, 46a-68e and 46a-68f of the General Statutes;
- The Town agrees to provide the Commission on Human Rights and Opportunities with such information requested by the Commission, and permit access to pertinent books, records and accounts, concerning the employment practices and procedures of the Town as related to the provisions of this section and Section 46a-56 of the General Statutes.
- The Town shall include the provisions of paragraph (1) of this addendum in every subcontract or purchase order entered into in order to fulfill any obligation of a contract with the State and such provisions shall be binding on a subgrantee, vendor or manufacturer unless exempted by regulations or orders of the Commission. The Town shall take such actions with respect to any such subcontract or purchase order as the Commission may direct as a means of enforcing such provisions including sanctions for non-compliance in accordance with Section 46a-56 of the General Statutes; provided, if such Town becomes involved in, or is threatened with, litigation with a subgrantee or vendor as a result of such direction by the Commission, the Town may request the State of Connecticut to enter into any such litigation or negotiation prior thereto to protect the interests of the State and the State may so enter.

inte of Contact

Name & Title: Deputy Commissioner Reg	
Address: 1111 Country Club Road, Middle	etown, CT 06457
Emails: regina.rush-kittle@ct.gov	Phone: 860-685-8531
and rita.stewart@ct.gov	Fax: 860-685-8902
2. The Point of Contact for (Please fill in the following fields)	or
Name & Title: p	
Address:	
Email Address:	Phone:
	_
Connecticut orwith such authority, then that term shall	conflict with current laws or regulations of the State of If a term of this agreement is inconsister be invalid, but the remaining terms and conditions of the
Nothing in this agreement is intended to Connecticut or with such authority, then that term shall agreement shall remain in full force and TNESS WHEREOF, the parties hereto have	conflict with current laws or regulations of the State of If a term of this agreement is inconsister be invalid, but the remaining terms and conditions of th effect. re set their hands and seals on the dates written below:
Nothing in this agreement is intended to Connecticut or with such authority, then that term shall agreement shall remain in full force and TNESS WHEREOF, the parties hereto have	conflict with current laws or regulations of the State of If a term of this agreement is inconsister be invalid, but the remaining terms and conditions of th effect. re set their hands and seals on the dates written below:
Nothing in this agreement is intended to Connecticut or with such authority, then that term shall agreement shall remain in full force and TNESS WHEREOF, the parties hereto have Its Chief Executive Officer Duly Authorized Typed Name &	conflict with current laws or regulations of the State of If a term of this agreement is inconsister be invalid, but the remaining terms and conditions of the effect. The set their hands and seals on the dates written below:
Nothing in this agreement is intended to Connecticut or with such authority, then that term shall agreement shall remain in full force and TNESS WHEREOF, the parties hereto have lts Chief Executive Officer Duly Authorized Typed Name & Title: Capitol Region Council of Governments	conflict with current laws or regulations of the State of If a term of this agreement is inconsister be invalid, but the remaining terms and conditions of the effect. The set their hands and seals on the dates written below:

	2021 HSGP Omnibus	
THE Region 3 REGIONAL EMERGENCY PLANNING TEAM		
Ву:	Date:	
Its Chair Duly Authorized Typed Name:		
DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION/ DIVISION OF EMERGENCY MANAGEMENT & HOMELAND SECURITY	Date:	
Bv:		

Regina Y. Rush-Kittle Duly Authorized

MEMORANDUM OF AGREEMENT

REGARDING USE OF FEDERAL FISCAL YEAR 2021 STATE HOMELAND SECURITY GRANT FUNDING AND CUSTODIAL OWNERSHIP OF REGIONAL ASSETS IN DEMHS Region 3

APPENDIX A

	FOR THE(na	ame of municipality)
Earli	nment Description	
Equi	pment Description	
	Sample	
	The Regional Fiduciary will complete this form(s purchased under FY 2021 Homeland Security Gr	
	·	
<u>(na</u>	me of municipality)	
	•	
		Date:
	Its Chief Executive Officer Duly Authorized	
	Typed Name &	
	Title:	
THE R	EGION 3 REGIONAL EMERGENCY PLANNING TEAM	
Ву:		Date:
	Its Chair	
	Duly Authorized Typed Name:	
	ARTMENT OF EMERGENCY SERVICES AND PUBLIC PROT	
Ву:		Date:
	Regina Y. Rush-Kittle Deputy Commissioner Duly Authorized	





TOWN OF EAST WINDSOR

FIRST SELECTMAN JASON E. BOWSZA

Date:

November 19, 2021

To:

Departments, Boards, Commissions and Volunteer Organizations Serving the

Town

From:

Board of Selectmen and Board of Finance

Re:

Budget Requests for Fiscal Year 2021-2022

The last two years have brought challenges that many of us never expected live through.

Nevertheless, Town staff have remained dedicated to the townspeople that we all serve. We appreciate the hard work, under trying conditions, that everyone has contributed over the course of the Coronavirus pandemic. We would like to thank everyone for working so hard this past year. The dedication of Town staff during the novel Coronavirus pandemic has been inspiring, and we appreciate the work everyone did to continue providing the services our constituents expect. Thank you for a job well done and for making East Windsor better and better year after year!

Once again, we begin the budget process. It is a time when we must analyze the wants and needs of the community. We are asking all departments to look for ways of addressing their budgetary needs while finding possible cost savings. Please complete the attached budget request spreadsheets and return your budget submissions via email to Melissa LaBelle at mlabelle@eastwindsorct.com and Amy O'Toole at aotoole@eastwindsorct.com no later than December 18, <a href="mailto:2020]. Please include all documentation that is relevant to your budget requests, or that is relevant to your department that may be budgeted in another department (i.e. software expenses to support software within your department, but budgeted in IT). We understand that this is not an easy task. We thank you for all your efforts.

We are asking existing appropriated departments to limit their requests for any additional funding to 2%XXXX%, inclusive of any known or expected contractual obligations. Additionally, we ask that budget proposals differentiate between status quo funding needs and requests for new funding for personnel, services or programming. Priority will be given to proposals that enhance service delivery during the duration of the pandemic.

We consider department heads to have understanding and command of their departments, and as such, likely also have ideas to save expenses for the Town, ideas to cost share between departments, or to be able to develop a means of generating non-property tax revenue to partially offset department or Town expenses relevant to departmental budget requests. Feedback to accomplish any of these three objectives would be appreciated with your budget submissions, and is expected for any new spending proposals.

Finally, as stated in Section 8-9 of the Charter, "any organization receiving funds from the Town that is not included in the Town audit shall cause an annual audit of its financial condition to be conducted by a certified public accountant licensed in the State of Connecticut and shall submit the

11 Rye Street, Broad Brook, CT 06016

www.eastwindsor-ct.gov

Telephone (860) 623-8122



TOWN OF EAST WINDSOR

FIRST SELECTMAN JASON E. BOWSZA

results of said audit to the <u>Board of Finance</u> prior to submission of said organization's budget request for the upcoming year." The Board of Finance <u>is requesting requires</u> the submission of audits under this section of the Charter from any independent agency that received funding of \$15,000 or more in the current fiscal year <u>prior to consideration for funding in the next fiscal year</u>.

We appreciate your role in making East Windsor a town that is a wonderful place to live and work.

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Board/Commission	Meeting Date Liaison	on	
Agriculture Commission	4th Thursday		
American Heritage River Commission	3rd Thursday		
Arts and Culture Commission	TBD		
Board of Assessment Appeals	As needed		
BMX Committee	TBD		
Building Commission	As needed		
Capital Improvement Planning Committee	As needed		1
Connecticut Water Company Advisory Council			
Conservation Commission	4th Thursday		
Diversity Council	4th Monday		- 1
Economic Development Commission	1st Tuesday		· .
Board of Education	2nd and 4th Wednesday		
Elderly Commission	As needed		
Board of Finance	3rd Wednesday		· · ·
Historic Preservation Commission	TBD		— Т
East Windsor Housing Authority	3rd Wednesday		
Inland Wetlands and Watercourse Agency	1st Wednesday		,
Parks and Recreation Commission	2nd Monday (every other month)		
Pension Board	3rd Tuesday of the 1st month of each quarter		
Planning and Zoning Commission	2nd and 4th Tuesdays		
Police Commission	2nd Wednesday		1
Veterans Commission	2nd Thursday	- AMERICA	1
Water Pollution Control Authority	last Wednesday of the month		· T
Zoning Board of Appeals	1st Monday		

To: Melissa 11-1-2021

Process Refund Record (s)	TOWN OF EAST WI	TOWN OF EAST WINDSORINT Date: 11/01/2021	Date: 11/01/2021 Page: 1	e-l	ı	S	3	<u>^</u>
Bill Name Dist/Susp/Bank Address		Prop Loc/Vehicle Info. UniquelD/Reason	Paid Date	Tax	Int	ā/T	Total . Adjusted	Overpaid Tax
2020-01-0002397 CORELOGIC CENTRALIZED REFUNDS	TRALIZED REFUNDS	78 DEPOT ST		3,704.67	0.00	0.00	3,704.67	
2 78 DEPOT ST			7/26/2021	3,715.69	0.00	0.00	3,715.69	-11.02
92 COPPELL TX 75019		Sec. 12-81 (20) Servicemen Having Disability Rating.	aving Disability Rating.					
2020-03-0054693 HOLDEN CONSTRUCTION LLC	UCTION LLC	1999/00BHBL/DW644HX574579	1	1,116.94	0.00	00.00	1,116,94	
PO BOX 545		54693	8/9/2021	1,207,50	36.23	0.00	1,243.73	-90.56
BROAD BROOK CT 06016-0545	T 06016-0545		•	•			•	
2020-03-0054694 HOLDEN CONSTRUCTION LLC	ECCLION LEC	2014/00DAXK/DWGCWLAWCE1010345	S.	1,358.44	00.0	00.00	1,358.44	
SFS XOE OE .		54694	8/9/2021	1,690.50	50.72	0.00	1,741.22	-332.06
BROAD BROOK CT 06016-0545	T 06016-0545						-	
2020-03-0054695 HOLDEN CONSTRUCTION LLC	UCTION LLC	1994/4850/DW544GB548268		1,002.23	00.0	00.0	1,002,23	
PO BOX 545		54695	8/9/2021	1,207.50	36.23	00.0	1,243.73	-205.27
BROAD BROOK CT 06016-0545	T 06016-0545							
2020-03-0054696 HOLDEN CONSTRUCTION LAC	DCLION TEC	2001/4854/T0410GX900817	•	1,237.69	00.0	0.00	1,237,69	
PO BOX 545		54696	8/9/2021	1,449.00	43.47	0.00	1,492.47	-211.31
BROAD BROOK CT 06016-0545	T 06016-0545							
2020-03-0056479 MAN KRUPA LLC		2015/AC39109/WAllGAFE1FD021260	.60	491.00	00.0	0.00	491.00	
2 NORTH RD		56479	8/2/2021	535,44	0.00	0.00	535.44	-44.44
EAST WINDSOR	east windsor of 06088-9516	Sec. 12-129 Refund of Excess Payments						
TOTAL				8,910.97	0.00	00.0	8,910.97	
				9.805.63	166.65	00.0	9, 972, 28	-894.66

Total Refund

794.66